



F r i e n d s o f t h e J u n c t i o n

West Seattle Junction

Hub Urban Village
Neighborhood Plan

January, 1999

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Neighborhood Plan

F R I E N D S O F T H E J U N C T I O N

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Introduction

The West Seattle Junction Hub Urban Village Neighborhood Plan is the culmination of an effort begun in 1996 when the Friends of the Junction Neighborhood Association (FOJ) was founded by neighbors who were concerned about the future of the Junction and who wanted to participate in the neighborhood planning process. The neighborhood planning process was initiated by the 1994 adoption of Seattle's Comprehensive Plan. The Comprehensive Plan had designated the West Seattle Junction neighborhood as a Hub Urban Village. The Neighborhood Planning process involved two phases. In both phases, the FOJ was challenged to involve the whole community in creating a vision, identifying issues important to the community and developing goals, policies and recommendations to address these issues.

Seattle's Comprehensive Plan

The Comprehensive Plan, *Toward a Sustainable Seattle*, is a 20-year policy plan (1994-2014) designed to articulate a vision of how Seattle will grow in ways that sustain its citizens' values. The Comprehensive Plan makes basic policy choices and provides a flexible framework for adapting to real conditions over time. The initial building blocks of the Comprehensive Plan are the "elements" required by the state's Growth Management Act: land use, transportation, housing, capital facilities and utilities. King County's Countywide Planning Policies require the addition of an economic development element, and the Seattle Framework Policies (Resolution 28535) inspired the inclusion of a neighborhood planning element and a human development element. The ideas in the plan were developed over five years through discussion and debate and the creative thinking of thousands of Seattle citizens working with City staff and elected officials.

The Urban Village Strategy

The goal that unifies all the elements of the Comprehensive Plan is to preserve the best qualities of Seattle's distinct neighborhoods while responding positively and creatively to the pressures of change and growth. A key component of the City's plan to achieve this goal is the urban village strategy.

The urban village strategy combines small changes in the city's development pattern with a more complete and competitive intermodal public transportation system, the targeted use of housing assistance funds and planning tools to provide desirable and affordable housing, investment in facilities and service delivery systems designed to serve higher density neighborhoods and neighborhood-based decisions built upon local citizens' expressed priorities.

Seattle will strive to develop and enhance these qualities of urban villages:

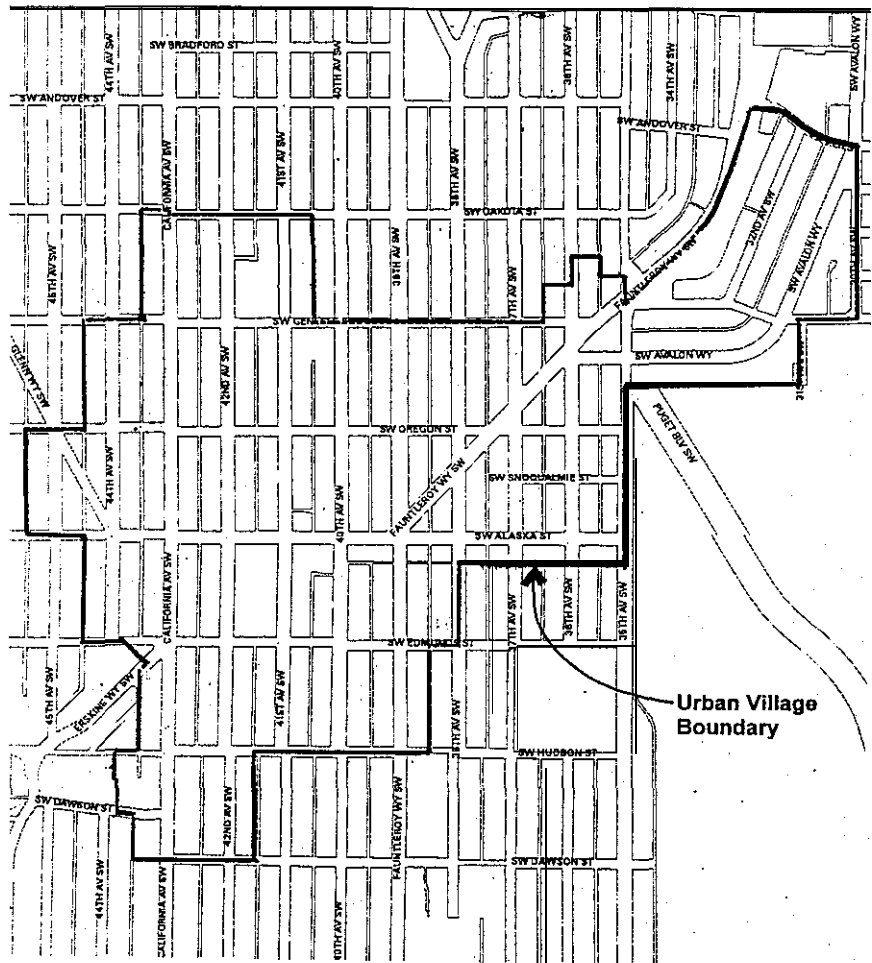
- A diverse mix of people of varied ages, incomes, cultures, employment, and interests;
- A variety of housing types, ranging appropriately for each village scale to meet the needs and preferences of the diverse community;
- A strong relationship between residential and commercial areas;
- Community facilities, including schools, community and recreation centers, libraries, parks, and human services within walking distance of the village core;

- Partnerships with neighborhood and community-based organizations to improve people's access to services and activities and to create opportunities for interaction through such means as neighborhood planning and community policing;
- Transit, bicycle and pedestrian facilities with connections to neighboring villages, good circulation within the village and between the village and surrounding neighborhoods;
- Well-integrated public open space, providing recreational opportunities for village residents and workers;
- A unique identity reflecting local history, the village's natural features, its culture and other sources of community pride

Urban Center Village Designation
 The Junction Hub Urban Village is one of seven Hub Urban Villages in Seattle, and is the smallest of the seven in acreage. Hub Urban Villages are defined in the Comprehensive Plan as areas that have a core business district surrounded by residential uses,

According to the Comprehensive Plan, the 225 acre Hub Urban Village contained 3,108 households in 1994 for a housing density of about 7.1 households per acre. The plan estimates an additional 1,100 households will be constructed by the year 2014. This would increase the density to 13 households per gross acre.

There were an estimated 3,108 jobs within the urban village boundaries in 1994. The number of jobs is estimated to increase by 2,300 to about 5,400 in 2014.



further community outreach, seven strategies were suggested:

- Complete/publish the community cultural plan

Form cultural coalition to increase membership and recruit volunteers

Engage in others' planning efforts as a way to involve the community in all aspects of art and arts planning

Collaborate with another group in presenting a program in south or east West Seattle as a way to produce a new program for a new audience

- Improve the spaces for arts programs to establish an interim performance space and a community arts center

- Explore ways to improve/ supplement arts education

Develop cultural clearinghouse that would increase awareness of the arts/artists in West Seattle, produce an annual calendar of events, and provide technical assistance to others

Past Planning Projects

The West Seattle Hub Urban Village Neighborhood Plan is not the first effort by the community to develop a plan for the junction area. Two of the most recent efforts in the Junction are the West Seattle Junction Economic Summit and ArtsWest Community Cultural Plan,

West Seattle Junction Economic Summit

In March 1995, nearly 50 individuals met to discuss ways to enhance the economic vitality of the West Seattle Junction, The summit consisted of three stages: group brainstorming session; detailed discussion of opportunities and challenges; and discussion of the recommendations and next steps,

During the brainstorming session, three comments were repeatedly made:

- The Junction should have unique magnet stores, more essential retail and services, and a safe and clean business district,
- The vision for the Junction is prosperity,
- The obstacles to success are apathy, inertia, absentee property owners, lack of common vision, and aesthetics.

The participants recommended the following actions to help enhance the economic vitality of the Junction:

- Create a process to improve the physical character of the Junction
 - Develop a neighborhood security and crime fighting program for the Junction
- Enhance public safety in the Junction
- Make the rear entrances of the buildings as attractive as the front entrances
- Develop a strong parking management program
- Make other improvements to the visual image of the Junction properties
- Create and implement a marketing program for the Junction
- Create and implement a business development plan for the Junction

ArtsWest Community Cultural Plan

ArtsWest is an organization whose mission is “to encourage and develop the arts in West Seattle,” In 1996, ArtsWest conducted a needs assessment of the West Seattle/Duwamish Peninsula area as part of the community cultural planning process. The project gave the community an opportunity to voice their interests, hopes, and concerns. The needs assessment distributed a survey and held one focus group meeting and one community meeting, Through these efforts and

Phase I

Outreach

From the outset, one of the primary tenets of the Friends of the Junction was that the neighborhood planning process be comprehensive and inclusive. To this end, FOJ developed a community outreach strategy based on three basic goals:

1. Identify, contact, and sustain community stakeholders involvement in responding to FOJ preliminary planning priorities.
2. Provide ongoing community education
3. Create a process for gaining affirmation of community priorities,

To meet these goals an outreach program was developed that employed a variety of methods of providing information and encouraging participation. During the course of Phase I planning, the following activities were undertaken,

- **List of Community Stakeholders** - A mailing list of interested people and key contacts was developed and added to throughout the Phase I process.
- **Small Group Meetings with Video and Survey**- The small group meetings component targeted existing organizations in the community and took the neighborhood planning process to their venue. Eleven small group meetings were facilitated by FOJ volunteers, Participating organizations included Genesee Garden Club, YMCA, Senior Center, ArtsWest, Junction Business Improvement Association, Food Bank, Cityview Neighborhood Council, Pathfinders PTSA, West Seattle Support Group, Tibbets Methodist Church, and Rotary Club, About 200 people were reached through this process.
- Newspaper Coverage - The West Seattle Herald published articles on FOJ planning activities,
- **Friends of the Junction Neighborhood Brochure** - The brochure describing FOJ's planning goals and points of contact was distributed at the West Seattle Street Fair and the Neighborhood Service Center.
- **Preliminary Survey – Summer 1996** – A survey asking respondents to rank issues and provide additional input was distributed at the Street Fair and Neighborhood Service Center,
- **Issues Survey-In** October, 1996, a follow-up survey, which incorporated information gained from the preliminary survey, was distributed by mail to 10,131 households, businesses and property owners. Over 1000 persons responded to the survey.
- **Newsletter**- In January, 1997, newsletter was mailed to the same list who had received the Issues Survey the previous October, The newsletter provided information about the planning process, survey results and urged people to attend the BIG EVENT, scheduled for January 25, 1997.
- **Posters and Yard Signs** - Poster and yard signs advertising the BIG EVENT were placed in local shop windows and at prominent locations around the Junction,
- **THE BIG EVENT**- The Phase I outreach process culminated at Seattle Lutheran High School

gymnasium on Saturday, January 25, 1997. Over 200 people came to view the results of all the work of the FOJ planning volunteers, and to answer the question "Did we get it right?" Comment forms were tabulated to document support for Phase I Vision and Planning Goals and to help develop the direction of the next phase of the neighborhood planning process.

Vision and Planning Goals

One of the most important consequences of Phase I planning was the creation of a Vision for the neighborhood that is reflective of the community and guides the Phase II planning effort. The following Vision statements were created through community outreach and were validated by a community event that culminated Phase I.

- The West Seattle Junction Neighborhood is envisioned as a lively center of community life and an inviting place to live, work, play and shop.
- Our small town atmosphere will be preserved and will serve as a model for future development.
- ∨ The Junction will be a desirable place for families with a safe and attractive residential neighborhood served by a variety of park and recreation facilities.
- ∨ The Junction business district will be a vibrant center of shopping, dining, and cultural opportunities.
- ∨ Pleasant pedestrian and bicycle-friendly streets and a transit center will provide convenient access.

Goals for Phase II Planning

In addition to the Vision Statement, the FOJ volunteer planners developed goals for planning in Phase II. The community was asked to comment on these goals as Phase I came to conclusion.

Economic Development

- . Coordinate with the Junction Business Improvement Association (BIA)
- Establish a relationship with building and business owners to spur revitalization
- Develop the Junction as a shopping destination
- Prepare a marketing plan and identify what types of businesses are wanted

Housing

- Protect single-family neighborhoods
- Develop an affordable housing strategy
- Develop design guidelines for multi-family and mixed-use development
- . Develop strategies for mixed-use, in-fill, and ground-related housing

Land Use

- Review existing zoning and density standards to make them consistent with housing goals
- Develop design guidelines for commercial development

Transportation

- Identify key pedestrian streets and prepare a streetscape physical improvement plan
- . Identify a site for a transit center and a development strategy
- . Develop a recommended strategy for permanent removal of parking meters

Parks and Open Space

- Identify the need for additional/enhanced park facilities and develop a plan to meet these needs
- Develop a strategy for siting and developing open space and recreational facilities within the Junction planning area
- ∨ Identify the need and plan for community gardens, green streets, and an overall open space system

Human Development

- . Develop an outreach plan for Phase II to ensure continued community involvement
- Coordinate planning with the YMCA, senior center, youth, schools, and churches
- . Share sites and locations for public services
- Identify opportunities for location of community services/facilities within the Junction planning area

Public Safety

- Identify opportunities to enhance existing neighborhood-based public safety programs/resources
- Increase personal safety awareness
- Share sites and locations for public services
- Evaluate and prioritize public spaces for safety improvements
- . Increase police presence in neighborhood

Cultural Arts

- Incorporate an arts element in the Junction Neighborhood Plan
- Coordinate Phase II planning with ArtsWest
- . Assist ArtsWest in establishing a community arts center with performance space

Key Strategies

No single activity will achieve the vision of the community, Recommendations from several, perhaps all, of the subcommittees, when combined, result in a strategy of multiple actions or activities that will achieve that vision. Consequently, recommendations will appear both in the Key Strategies section and later in the section of committee recommendations. Each Key Strategy consists of activities for a single complex project or theme that the neighborhood considers critical to achieving its vision for the future. While the Key Strategies are high priorities for the neighborhood, they are also part of a twenty-year plan, so the specific activities within each Key Strategy may be implemented over the span of many years,

There are two Key Strategies in the FOJ Neighborhood Plan:

- . Strengthen the Mixed-Use Commercial Core
- Improve the **Fauntleroy** Gateway into the Junction

Each of the Key Strategies is described below, together with the recommendations that make up that strategy. Each of these recommendations will appear later in this document in the respective section from which it originated,

Key Strategy

Strengthen the Mixed-Use Commercial Core

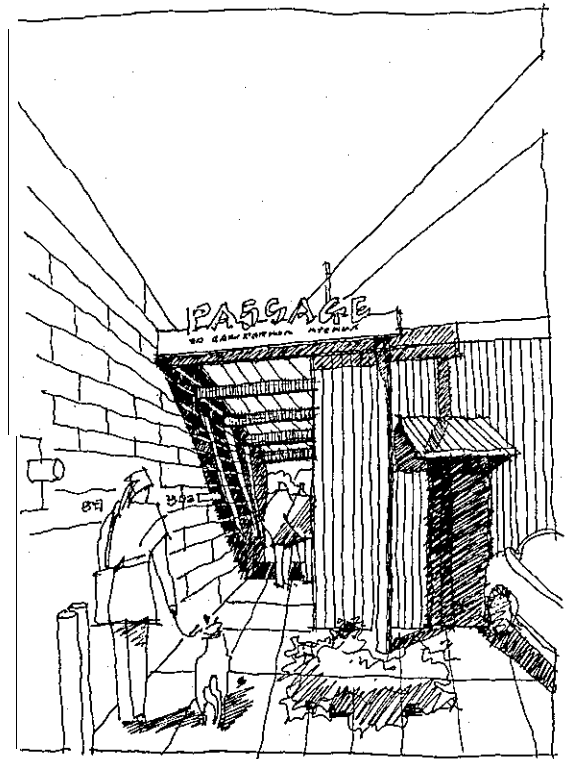
The main commercial core of West Seattle Junction is centered along California Avenue between SW Edmunds Street and SW Genesee Street. The area is characterized by small one- and two-story structures concentrated wall-to-wall along the street, giving it the image of "Main Street" in a small town. The purpose of this Key Strategy is to maintain and enhance a compact mixed-use commercial core, with small town character, located between 41st and 44th Avenues SW and SW Genesee Street and SW Edmunds Street. This may be done by: improving traffic flow and circulation; improving pedestrian safety and access and providing pedestrian amenities; implementing a strong business retention and recruitment program; improving parking signage and providing employee parking opportunities and improving architectural image. Key implementation activities are identified below.

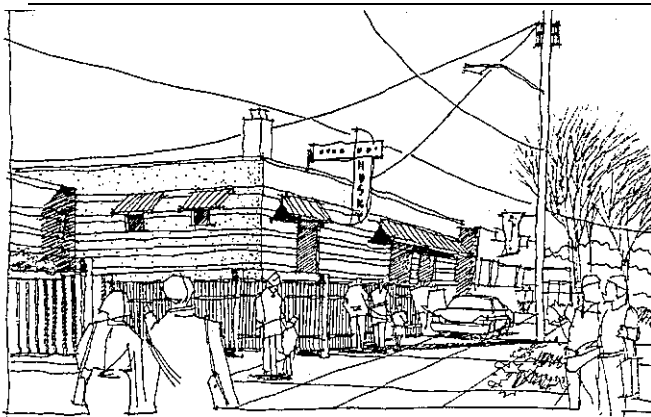


- ◆ Study the best methods of improving traffic flow through the commercial core, The study should analyze such means as lane reconfiguration on California Avenue, improved signaling, removal of the existing "scramble" light, and/or other measures identified in the city's "Streets that Work" program,
- ◆ Study the best methods of facilitating safe and convenient pedestrian access and circulation in the Junction commercial area. Alternative methods to be studied should include installation of

curb bulbs, mid-block refuges and medians, pedestrian signals, a tree-planted median, crosswalks and/or other pedestrian safety devices for crossings at key locations where safety and/or vehicle traffic are an issue. These include, but are not limited to, the following:

- California Ave/Oregon St. intersection (safety issues, particularly as traffic is reduced to one-lane northbound)
 - California Ave mid-block between Oregon St and Alaska St (mid-block pedestrian safety issues and traffic speed issues)
 - California Ave/Alaska St intersection (walk-all-ways light creates conflicts between vehicles and pedestrians (e.g. hurrying to get through light before the walk-all-ways))
 - California Ave mid-block between Alaska St and Edmunds St (mid-block pedestrian safety issues and traffic speed issues)
 - California Ave/Edmunds St/Erskine Way intersection (five-way intersection with both vehicle and pedestrian safety concerns and confusion for both)
 - 44th Ave/Oregon St intersection
 - 44th Ave/Alaska St/Glen Way intersection
 - 42nd Ave/Oregon St intersection
 - 42nd Ave/Alaska St intersection
 - 42nd Ave/Edmunds St intersection
 - 41st Ave/Edmunds St intersection
- ◆ Work with landowners and the community to improve the existing breezeway between California Avenue and the public parking lot to the west with signage, art, lighting and other amenities. Identify locations appropriate for additional pedestrian connections that link public parking and businesses along California Avenue, Connections could be developed in conjunction with redevelopment and/or new construction projects,
- ◆ Work with the City, BIA, West Seattle Chamber, Trusteed Properties and merchants to develop a program of improvements for the alleys directly east and west of California Avenue SW to enhance pedestrian circulation and safety throughout the commercial core. This includes addressing drainage and lighting problems, rear building improvements, and litter control, Improvements should be compatible with continued vehicular use,
- ◆ Provide benches in locations throughout the business district, Key areas include the Senior





Center, Town Hall and future playhouse on California Avenue SW; areas proposed for public art installation; the vacant area at 42nd and SW Alaska; the triangle between the Feed and Seed and furniture store on California Avenue SW; the passageway between California Avenue SW and the public parking lot in the rear to the west; and in the vicinity of potential new green spaces such as former City Light substations (California, Dawson and Dakota).

- ◆ Provide bike racks in locations throughout the business district, Work with merchants and local school children

to identify appropriate locations. Key areas include bus stops and public parking lots.

- ◆ Develop a program to repair, replace and widen existing sidewalks in the business district. When possible, phase in as new development occurs,
- ◆ Work with FOJ, Junction BIA, West Seattle Chamber of Commerce, merchants, and West Seattle Trusteed Properties to support planting and upkeep of green spaces in the commercial core.
- ◆ Work with ArtsWest, FOJ, Junction 61A, West Seattle Chamber of Commerce, merchants, and West Seattle Trusteed Properties to identify potential locations for public art in the business district, Identify local artists and seek their input and participation, Identify funding sources for initial projects and incorporate others as new development occurs.
- ◆ Install public art in the following locations:
 - The vacant area at 42nd and SW Alaska
 - The triangle between Feed and Seed and furniture store on California Avenue SW
 - Passageway between California Avenue SW and parking lot
- 4 Continue to work with ArtsWest to support the Playhouse on California Avenue in the heart of the commercial core,
- 4 Develop a program for retaining and recruiting businesses in the commercial core.



The painted wall at Kathy's Studio of Dance is a good example of FOJ volunteerism and dressing up the Junction with public art.

- Work with FOJ, BIA, West Seattle Chamber and ArtsWest to develop a marketing packet and promotional video for the business district.
- Explore membership in the Mainstreet Program to support a variety of improvements and tools for the commercial core. Possible projects include developing a consumer survey to determine what goods and services West Seattle residents want, where they shop now, to gauge the number of home-based businesses, and to provide workshops on business recruiting. Coordinate business retention and recruiting efforts with West Seattle Chamber's ongoing efforts and Junction BIA.



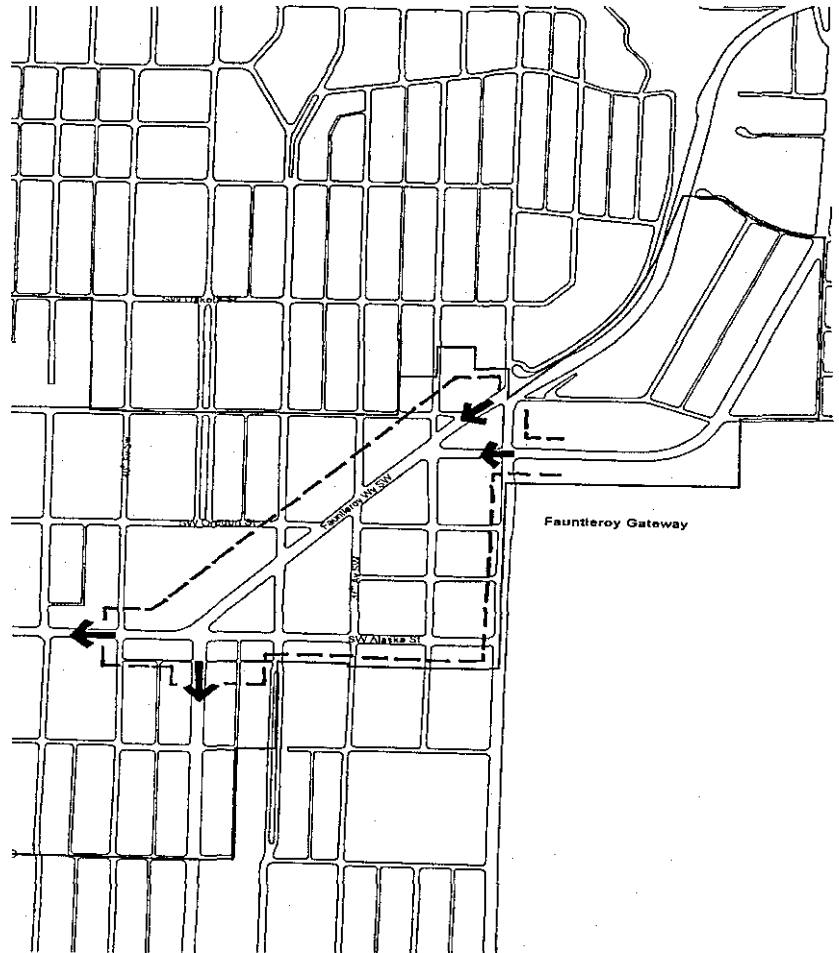
Well designed directional signs can be informative and add public art to the streetscape.

- ◆ Work with the city, West Seattle Chamber, Junction BIA, Trusted Properties and merchants to examine existing parking arrangements to find ways to accommodate employer and employee parking concerns, This could include shared use of existing parking facilities and future development of joint-use parking facilities as new development occurs,
- ◆ Work with local merchants, the Junction BIA, the West Seattle Chamber and Trusted properties to provide better signage for public parking and develop a parking map,
- ◆ Retain services of a recognized and respected designer or planner to describe an aesthetic character and develop specific design guidelines for both existing and new buildings based on *Preparing your own Design Guidelines-A Handbook for Seattle's Neighborhoods* and input from DCLU, FOJ and community, Explore funding possibilities through Neighborhood Matching Grant. (See discussion of Design Guidelines in the Land Use Section)
- ◆ Work with the city, Historic Seattle, FOJ, Junction BIA and West Seattle Chamber to identify local "landmark" buildings and develop a pool of resources for façade improvements,
- ◆ Consider tax relief and other incentives as a means to encourage development within the defined Village core.
- ◆ Adopt current city urban village boundaries,

Key Strategy

Improve the **Fauntleroy Gateway** into the Junction

Fauntleroy Way SW serves as the primary entry into the West Seattle Junction Hub Urban Village. From 35th Avenue SW, where the Village begins, to its intersection with SW Alaska Street, the Fauntleroy Way corridor presents an image of a suburban commercial arterial dominated by automobiles. This image continues, to some degree, on Alaska Street to 42nd Avenue SW. While the businesses in this area are important to the community, the image created by this gateway area is inconsistent with the single-family, "small town" character valued by Junction residents. The purpose of this Key Strategy is to create a community gateway that reflects the character of the rest of the neighborhood, presents a positive image, and improves pedestrian safety and amenities, traffic flow and general aesthetic appearance. The recommended improvements address the "entry" arterial system including Fauntleroy Way, SW Alaska Street and the intersections at 35th Avenue SW and SW Avalon Way. The recommendations also address land uses in and around the entry area by recommending that there be an increase in mixed-use residential development and single purpose multi-family development. This strategy will meet the Hub Urban Village targets for increased households and create a "residential village" environment. Easy access to transit and the arterial street system support this strategy. Key implementation activities are identified below.



- ◆ Encourage higher density residential mixed-use development in the triangular area bounded by Fauntleroy Way, Alaska Way and 35th Avenue SW. The height limit should remain 65 feet,
- ◆ In appropriate commercially zoned areas outside the commercial core, allow single-purpose residential as an outright permitted use and/or open space to fulfill commercial requirement (see map).
- ◆ Develop coordinated design, guidelines for advertising signage along Fauntleroy Way, SW

Alaska Street and 35th Avenue SW so that signage will be effective without competing to be bigger, higher or brighter.

- ◆ Provide improved directional signage along Fauntleroy Way to guide travelers to the Junction Business District and Fauntleroy ferry terminal.



Higher density mixed-use and single purpose residential in the Fauntleroy Gateway area would create a desirable urban village atmosphere.

- ◆ Develop an "Avalon-Fauntleroy-Alaska" Pedestrian Corridor from 35th Avenue to California Avenue. Facilitate safe and convenient pedestrian circulation through the corridor by improving sidewalks on Avalon Way, Fauntleroy Way, and Alaska Street, and by installing curb bulbs, mid-block refuges and medians, pedestrian signals, and/or other pedestrian safety devices for crossings at the Avalon Way/35th Avenue, Avalon Way/Fauntleroy Way, and Fauntleroy Way/Alaska Street intersections.

- ◆ Improve pedestrian-scale lighting in the pedestrian corridor and provide benches, trees and other pedestrian amenities,

- + Develop a landscaped triangle park at the intersection of Fauntleroy Way at 39th Avenue SW.

- ◆ Provide bicycle lane for westbound movement on Avalon Way onto Fauntleroy Way.

- + Modify lane configuration and traffic control at the Fauntleroy Way/Alaska Street intersection.

- ◆ Evaluate the Fauntleroy Way SW corridor, south of SW Edmunds Street, for opportunities to improve vehicular and pedestrian safety, accessibility, traffic flow, and provide aesthetic landscaping improvements that maintain or improve existing traffic flow,

- ◆ Analyze traffic volumes (existing and future), delay times, travel times when considering potential new traffic and/or pedestrian signals, and retaining on-street parking and bus zones; consider bicycle lanes
- ◆ Improve bus stops and pedestrian crossing by installing painted crosswalks, curb bulbs, pedestrian median refuges, and pedestrian signal in appropriate locations.
- ◆ Improve bus stops and pedestrian crossings on Fauntleroy Way by installing painted crosswalks, curb bulbs, pedestrian median refuges, and pedestrian signals as appropriate.
- ◆ Provide bicycle lanes on Avalon Way to connect West Seattle Junction to the southern terminus of the Harbor Avenue bikeway (at Spokane Street).

FOJ Committee Recommendations

The Key Strategies combine recommendations from several FOJ subcommittees. There are also many recommendations from each of the committees that are not included in the integrated strategies, but rather are intended for implementation by the City, community organizations and FOJ in both the near term and long term future.

The FOJ Planning Committee organized into six subcommittees to develop the neighborhood plan. These committees include:

- Economic Development
- Transportation
- Housing and Land Use
- Parks and Open Space
- Cultural Arts
- Human Development and Public Safety

Although each of these committees met independently over the course of the planning period, each month an overall Planning Committee meeting was held to share each committee's progress, concerns and recommendations.

Many of the planning issues facing FOJ defy categorization and were, therefore, addressed by more than one committee. For example, streetscape design and pedestrian safety were addressed by the Economic Development Committee as they relate to the Business District, by the Transportation Committee for the overall village, and by the Parks and Open Space Committee regarding "green streets" and the pedestrian travel throughout the FOJ Planning Area. Likewise, public art improvements were an important issue for both the Cultural Arts Committee and the Economic Development Committee.

As a result of this "overlapping" some recommendations appear, in similar form, several times in the Neighborhood Plan. While this may seem redundant, in fact it strengthens the Plan by showing that the community arrived at similar conclusions even when approaching issues from different perspectives and interests,



Children played putt-putt golf while parents reviewed FOJ Committee recommendations at a Saturday event held at the new ArtsWest Playhouse on June 27, 1998.

Economic Development

Vision: The West Seattle Junction business district as a safe, attractive and inviting commercial district that supports a balance of retail and professional jobs, daytime and evening activities, and provides quality goods and services that meet the everyday needs of the community,

As one of its initial tasks, the Economic Development Committee formulated the vision statement above for the business community that summarizes the ideals and principles on which the following goals, policies and objectives are based. The Economic Development component of the West Seattle Junction neighborhood plan translates these ideals into a set of actions that can be implemented by the community, City and other participants to realize the vision,

Fundamental to the business district vision is creating a vibrant, compact commercial district that provides the small town atmosphere and qualities that the community desires, The following general goals have been identified.

Goal 1: Create a more compact mixed-use commercial core located between 41st and 44th Avenues SW from SW Genesee Street to SW Edmunds Sheet.

Goal 2: Promote attractive, higher density mixed-use development within the commercial core.

Goal 3: Encourage development of mixed-use properties with office and/or residential units above ground floor business/retail units in the commercial core,

Goal 4: Undertake streetscape and building façade improvements along California Avenue SW between S W Genesee and S W Edmunds Streets.

Goal 5: Develop design guidelines on California Avenue fo reinforce pedestrian orientation and fo enhance the small town character of the area,

Goal 6: Encourage more mid-block pedestrian connections that link public parking lots and businesses along California Avenue SW as new or re-development of properties occurs,

Goal 7: Create a community gateway with landscaping, improved crosswalks and a sign or landmark element at Fauntleroy Way S W and 35th Avenue S W.

Goal 8: Support home-based businesses,

Goal 9: Encourage a sense of community pride through business promotions, advertising and community events.

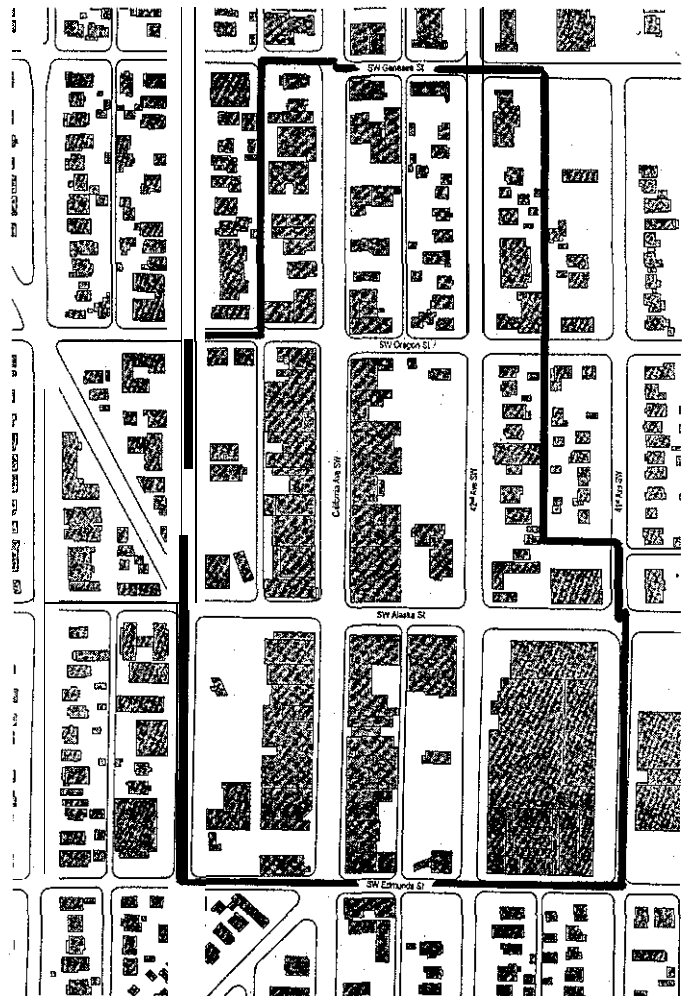
Goal 10: Encourage the provision of parking for both shoppers and employees,

The general strategy for achieving the business community's vision focuses on attracting both public and private investment, particularly through design guide changes, strong business retention and recruitment, traffic flow and pedestrian safety improvements, parking improvements, and streetscape and building façade improvements necessary to create a more attractive development setting. The following goals, policies and recommendations address these issues

Business Retention and Recruitment

A major objective of business retention and recruitment is to provide a supportive environment in which existing businesses can prosper and to which new businesses will be attracted, Many in the community see the character of commercial development along California Avenue SW as declining, The perception is that there is an increasingly narrow mix of retail goods and services, and that merchants are not providing what the community is looking for. Of particular and repeated concern—is the lack of anchor tenants or magnet stores, The quality of the retail environment is also an issue of concern.

The primary business retention and recruitment recommendations are focused on building a strong, collaborative effort among the FOJ, West Seattle Chamber of Commerce, Junction BIA and merchants for marketing, promotion and special events. This includes utilizing existing programs to conduct outreach to merchants on marketing and promotion, financial issues and other business operation concerns, Other recommendations are focused on improving the physical environment to make the Junction a more attractive place to do business and shop (see the building and streetscape improvements), Efforts will be focused on identifying what goods and services local residents and merchants want in the Junction and actively recruiting businesses that provide those goods and services, One goal of the recruitment recommendations is to establish a more diverse mix of retail and professional services within the commercial core,



Commercial Core

Goal: Promote attractive, higher density mixed-use development within the commercial core.

Goal: Encourage development of mixed-use properties with office and/or residential units above ground floor **business/retail** units in the commercial core.

Goal: Support outreach to property owners to determine areas of common interest between their goals for their properties and the community's vision and goals for the business district.

Goal: Support home-based businesses.

Goal: Encourage a sense of community pride through business promotions, advertising and community events.

Policy: Provide a clean, safe and more intense, pedestrian-oriented environment that draws residents and visitors,

Policy: Actively work to promote area businesses as well as attract new businesses that provide goods and/or services desired by the community,

Recommendation: Use business district customer survey (see Mainstreet Program recommendation below) to identify local home-based businesses, A more detailed follow-up survey or other in-depth examination of this business group should follow to determine local business needs, Work with West Seattle Chamber, Junction BIA, FOJ and local merchants to promote recognition of home-based businesses,

Recommendation: Develop basic marketing packet that includes map, demographic, articles and newsletters. Add professional graphics and broader business base to marketing efforts over time, Undertake further analysis of specific uses of marketing packet to determine prospective businesses, their space requirements, building and tenant improvements, and parking requirements to determine feasibility of attracting these prospective businesses.

Recommendation: Use Mainstreet Program tools to develop a consumer survey to determine what goods and services West Seattle residents want, and to provide workshop on business recruiting.

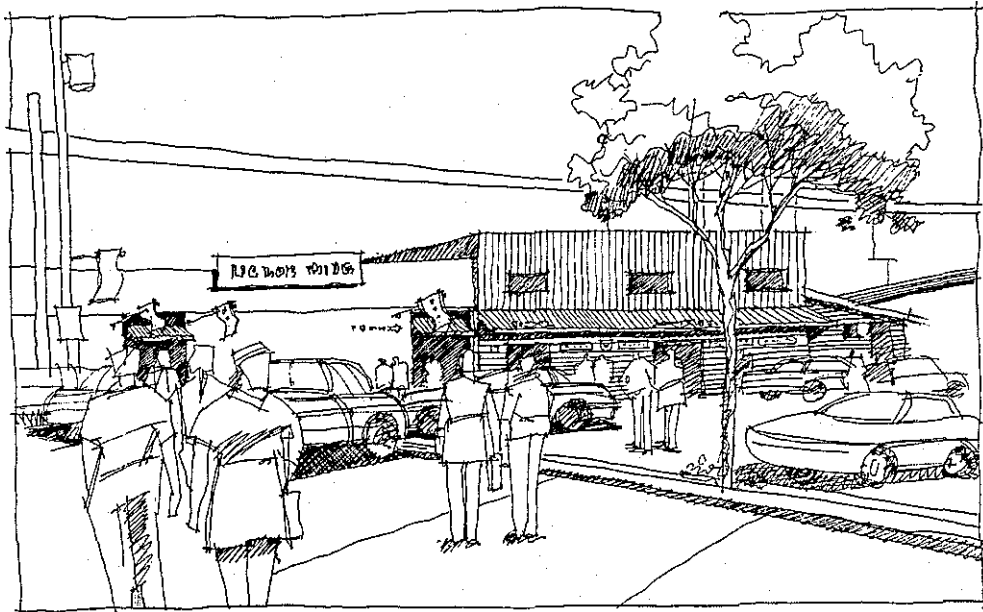
Recommendation: Promote greater balance of day- and nighttime activities including exploring with merchants the feasibility of extending evening hours.

Recommendation: Establish opportunities with area merchants for joint advertising in conjunction with summer festivals and activities and as kick-off for "late nights in the Junction".

Recommendation: Encourage FOJ, BIA and Chamber of Commerce to jointly promote business awards, which recognize local businesses that are outstanding performers and support the community.

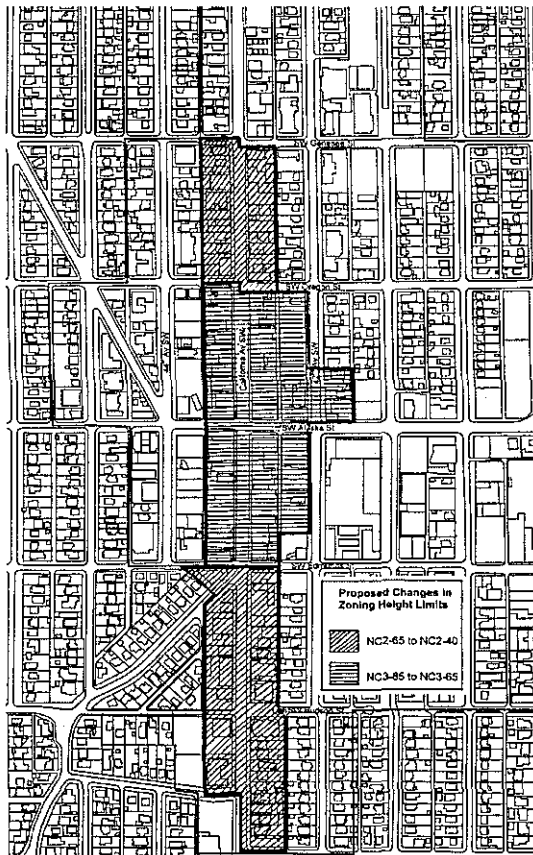
Recommendation: Work with the Chamber of Commerce and BIA to get greater participation in area events, including advertising by Junction merchants and special promotions,

Recommendation: Develop a “special events” transit service to link activities such as the West Seattle Street Fair and High Point Multi-cultural events throughout West Seattle.



Zoning and Design Guidelines to Support the Business Core

The area along California Avenue SW from SW Genesee to SW Edmunds Streets between 41st and 44th Avenues SW comprises the commercial core of the Junction business district. Today, the area consists predominantly of one-story commercial buildings. While this area contains the primary concentration of retail uses in the Junction, commercial uses are scattered the length of California Avenue SW from the Admiral District to Morgan Junction as well as on east-west arterials in neighborhood commercial zones. The community feels that the linear pattern of commercial development along California Avenue SW (and along east-west arterials) from the Admiral District to Morgan Junction has drawn and continues to draw economic vitality and pedestrian traffic away from the commercial core area. This linear pattern of development is largely a result of zoning requirements for ground-floor commercial uses in Neighborhood



The changes in Zoning Height Limits proposed in the Draft Plan **are not** included in the Final Plan,

Commercial zones. Developers in the area also note that the requirement for ground-floor commercial space doesn't pencil out for the most part, and that it is difficult, once built, to get tenants. Consequently, the business district recommendations include eliminating or relaxing the requirement for ground-floor commercial uses in neighborhood commercial zones outside the commercial core area.

Throughout the neighborhood planning process, the community has stressed its desire to maintain the small town atmosphere and qualities that have historically characterized the West Seattle Junction. A pervading quality of this small town "feel" is expressed in the existing architecture of the community. One way to preserve the small town quality in the future is through building design, including height and architectural style. As a result of community input in Phase II committee meetings and outreach efforts, the draft plan business district recommendations initially focused on reducing the allowable height within the commercial core area from 85-feet to 65-feet, eliminating/relaxing the requirement for ground floor commercial uses outside the core, and developing design guidelines. The recommended height reduction would not have significantly reduced employment or residential capacity (approximately 250 fewer jobs and 100 fewer housing units) and would have been

more consistent with the Hub Urban Village designation as detailed in the city's comprehensive plan and reflected in zoning designations in other Seattle neighborhood commercial districts. Although this proposal received the most support from community respondents during Phase II

outreach efforts, the support did not constitute a community consensus among all the major stakeholders so it was eliminated from the plan in favor of an alternative recommendation,

The alternative recommendation leaves unchanged the current NC3 85-foot zoning within the core area (an area of approximately 3-blocks) and focuses on eliminating/relaxing the requirement for ground floor commercial outside the commercial core and developing design guidelines for both new development and redevelopment of properties outside the commercial core area, No change in employment or residential capacity would occur under this alternative, This recommendation reflects the desires of many Junction commercial property owners, particularly representatives of West Seattle Trusteed Properties, and their view that structured parking and new commercial development /economic revitalization will not occur if building heights are restricted to 85-feet. This recommendation also is favored by the West Seattle Chamber of Commerce and by the Junction BIA.

There are a number of tradeoffs associated with the height limitation alternatives. As noted previously, small parcel size may make it difficult to accommodate parking on-site with new development and multiple property ownership may make parcel assembly difficult. The presence of environmental constraints may make below-grade parking unfeasible in some areas, However, the Junction commercial core is located in a designated pedestrian zone which allows for reductions in parking requirements and for shared or joint-use parking which could address these types of issues Also, there area number of parcels (many contiguous) in single ownership that represent good development potential. Development at 85-feet could accommodate greater employment and residential density, but would likely generate more traffic and parking impacts, as well as visual/aesthetic impacts, These could be mitigated to some extent through application of design guidelines. There is no evidence to support claims that development at either 65-feet or at 85-feet is financially unfeasible, Specific site constraints, building design and market conditions, among other factors, will determine the financial success of future development, In general, an 85-foot building will have higher per square foot costs because of existing building code requirements for reinforced concrete construction, and other design issues (including pressurized elevators, ventilation requirements, sprinklers, etc.), No pro forma analysis has been prepared for either scenario.

Because of its location and visibility as the commercial center of the Junction, the community feels that high design quality is particularly important in this area. To enhance pedestrian orientation and architectural variety, design guidelines will be developed to include modulation, canopies, signage, lighting and other design elements consistent with the Junction's historic architectural style and with the community's desire for a small town atmosphere. The design folio is the first step in this process.

Goal: Create a more compact mixed-use commercial core located between 41st and 44th Avenues SW from SW Genesee Street to SW Edmunds Street,

Policy: Encourage a mix of community supported businesses, including locally-owned and operated businesses as well as smaller, local or regional chain stores

Policy: Encourage ground level commercial spaces in the Neighborhood Commercial zones within the commercial core area.

Recommendation: With representatives of Friends of the Junction, The West Seattle Merchants Association (BIA), the Chamber of Commerce and West Seattle Trusteed Properties, work to develop specific design guidelines for both existing and new buildings and streetscape based on *Preparing Your Own Design Guidelines - A Handbook for Seattle's Neighborhoods* and input from the Department of Design, Construction and Land Use (DCLU). (See discussion of Design Guidelines in Land Use Section).

Recommendation: In appropriate commercially zoned areas outside the commercial core, allow single-purpose residential as an outright permitted use and/or open space to fulfill commercial requirement,



Traffic Flow and Pedestrian Safety to and within the Business Core

Recognizing that California Avenue SW serves not only as the main access route into, out of, and within the commercial area, but also is part of the main north-south arterial routes serving West Seattle, a comprehensive set of access and circulation policies and recommendations were developed for the Junction commercial area. Traffic and travel speeds have been identified by the community as important neighborhood concerns. In particular, traffic along California Avenue may discourage pedestrian uses and actually detract from the success of retail businesses. Visibility for some stores may be a problem due to traffic flow. Some type of traffic calming or other strategy to slow traffic has been suggested, particularly in the area between SW Edmonds Street and SW Oregon Street. Other strategies include creating a gateway to the business district with improved

pedestrian and vehicular connections; pedestrian safety improvements, such as crosswalks, curb bulbs and curb extensions; street and public space lighting improvements; lane configurations and improved signal coordination and improved bicycle connections and facilities. (See Transportation Section) connections

Access to the Junction commercial core from Fauntleroy Way SW and from residential areas east of Fauntleroy for pedestrians, and to some extent vehicular traffic as well, is hampered by heavy traffic volumes and high speeds as well as inadequate and unattractive pedestrian facilities. The prohibited left turn from northbound Fauntleroy Way onto SW Alaska Street also limits access to the commercial area – particularly motorists unfamiliar with the area, like ferry users, who do not know to use California Avenue SW or SW Edmunds Street instead of SW Alaska Street,

Goal: Undertake street, sidewalk and building façade improvements along California Avenue SW between SW Genesee and SW Edmunds Streets.

Policy: Improve safety and convenience of pedestrian access and circulation within and to/from the Junction commercial area,

Policy: Maintain smooth traffic operations along California Avenue SW through the commercial area.

Recommendation: Develop a program to repair, replace and widen existing sidewalks in the business district. Phase in as new development occurs.

Recommendation: Study the best methods of improving traffic flow through the commercial core. The study should analyze such means as lane re-configurations, improved signal coordination, removal of the existing “scramble” light, and/or other measures identified in the city’s “Streets that Work” program,

Recommendation: Provide curb bulbs, curb extensions, pedestrian refuge islands and improved crosswalk design along California Avenue SW and Fauntleroy Way SW.

Recommendation: Encourage the City of Seattle, Historic Seattle, FOJ, Junction BIA and West Seattle Chamber of Commerce to identify local “landmarks” and develop a pool of resources for façade improvements,

Goal: Encourage more mid-block pedestrian connections that link public parking lots and businesses along California Avenue SW as new development or re-development occurs.



Recommendation: identify and develop new pedestrian connections at various locations along California Avenue SW to provide access to public parking and to promote pedestrian circulation throughout the district. The areas are envisioned as plazas with retail space, cafe seating and other pedestrian amenities. Connections are also encouraged in conjunction with redevelopment and/or new construction projects

Recommendation: Work with landowners and the community to improve the existing breezeway with signage, art, lighting and other amenities.

Goal: Create a community gateway with landscaping, improved crosswalks and a sign or landmark element at Fauntleroy Way SW and 35th Avenue SW.

Policy: Improve pedestrian and vehicular access to the commercial area, particularly to/from Fauntleroy Way SW.

Recommendation: Develop an Avalon Way-Fauntleroy Way-Alaska Street pedestrian corridor from 35th Avenue SW to California Avenue SW to facilitate safe and convenient pedestrian circulation. Improve sidewalks, crosswalks, street lighting and traffic signals, Provide benches, trees and other pedestrian amenities,

Parking

Repeatedly, parking has been noted as an issue within the community. There is general consensus among merchants that existing public parking lots are not well marked and many shoppers do not know about them. With the exception of on-street parking, parking lots are typically located in areas nonvisible to or from shoppers destinations. Priority has been given to

better communicating existing parking lots through signage and/or a parking map. Longer-term recommendations will be coordinated with West Seattle Trusteed Properties,

On-street employee parking has been identified as a top priority. Currently, parking lots provided by West Seattle Trusteed Properties and funded through merchant fees are for customers only, Employees must park on the street (not in front of businesses). Increasingly, employees must park in neighboring residential areas, This sometimes causes conflicts with residents, The recommendation is to examine existing parking arrangements to find ways to accommodate employee parking, such as shared use of facilities. It is anticipated that the Friends of the Junction, Junction BIA, West Seattle Chamber of Commerce and West Seattle Trusteed Properties will work with area employers and City staff to develop appropriate solutions,

Goal: Encourage the provision of parking for both shoppers and employees.

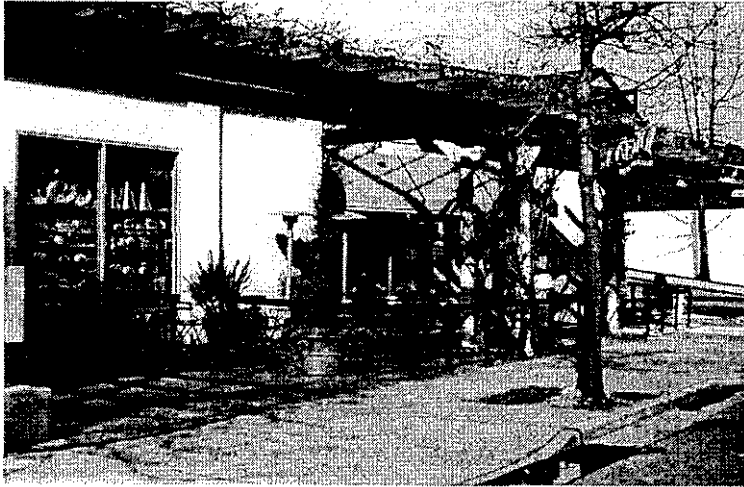
Recommendation: Better communicate existing parking options, This could include, for example, signage and/or a parking map to be distributed by merchants.

Recommendation: Coordinate employee parking issues and needs with West Seattle Trusteed Properties, Junction BIA, West Seattle Chamber and local merchants. Examine existing parking arrangements to find ways to accommodate employer and employee concerns, This could include shared use of existing parking facilities and future development of a joint-use parking facility as new development warrants,

Building and Streetscape Improvements

Today, the Junction commercial core consists predominantly of one-story commercial buildings constructed prior to 1940, with the earliest constructed in 1910 and the most recent in 1970, The median year built is 1929, Most of the older buildings underwent extensive façade changes in the 1950's and 1970's. Two notable exceptions are the Campbell Building (built in 1929) and the Harem Building (built in 1925), The unattractiveness of many of the buildings, poor upkeep, and lack of basic cleanliness (from sidewalks to trash collection to restrooms) fosters many residents' perceptions of a rundown and unsuccessful business district, The legacy of deferred maintenance for both public and private spaces and facilities contributes to this perception. Frequently, buildings have entranceways off the alley, where parking is located. The rear entrances of many buildings in the Junction are dirty, littered and lack any amenities (adequate lighting, signage, etc.).

There are also some very "visible" and long time vacancies in the heart of the Junction that contribute to the perception of a rundown and unsuccessful business district, These include the US Bank Building at the southeast corner of California Avenue SW and SW Alaska Street, the vacant lot located on the northwest corner of SW Alaska Street and 42nd Avenue SW, and the several vacant buildings on the northeast corner of the same intersection,



Outdoor seating and plantings can help increase street activity and the vitality of the business district.

There have been a number of successes that the community would like to build upon and use as models for the future. Some are just small improvements that made big impressions, The Soap Box recently moved into the space at 4529 California Avenue SW (formerly Helium Roses), The business owners cleaned and repainted the exterior façade and renovated the interior space, Curious Kidstuff (formerly Murray's), a store selling non-violent toys, music, arts and crafts,

opened at 4740 California Avenue SW in May, 1998. The store owners removed

sheets of old corrugated iron that covered the original 1928 façade and upper windows. They cleaned up the exterior and totally revamped the interior – which hadn't been touched in almost 30-years. Jack Menashe, owner of Menashe and Sons Jewelers, "undid" a 1950's exterior on his 1928 building and restored the clock to its original splendor, Tom Henry, owner of JF Henry which sells fine china and housewares, also "undid" an earlier exterior remodeling effort and uncovered banks of windows in the process,

The community sees this area as a vibrant retail shopping district. Because of its central location and high visibility, merchants feel that buildings and streetscapes, including alleys, should be upgraded. Street furnishings, such as kiosks, banners and benches would be provided to inform, communicate and attract. Where appropriate, alleys would be improved to provide better pedestrian access and circulation throughout the commercial area. Improvements could include lighting and landscaping, removal of exposed garbage dumpsters, and utilizing open space requirements at the rear of buildings, Working with the arts community, these interesting and inviting outdoor and streetscape spaces would provide settings for business, art and community activities. New street lighting, canopies and awnings consistent with the Junction's historic past would be reinstalled, Sidewalks would be replaced as new development occurs,

People need an interesting environment for walking, Store display windows provide this interest and serve as an important marketing tool for businesses at street level. The interaction between inside and outside activities also adds an important element of safety to the community, The business community feels that this interaction is important to the vitality of the West Seattle Junction neighborhood as well critical to maintaining the relationship of interior and exterior uses at street level, Their goal is to avoid the "closed-off" look of Washington Mutual Network Services. Where some privacy is wanted, recommendations include etching the lower portions of windows, installing art glass (not mirrored glass), or some other way of allowing for the necessary interaction without disrupting business people.

Goal: Develop design guidelines on California Avenue to reinforce pedestrian orientation and enhance the **small town character** of the area.

Policy: Streets, buildings and public spaces should be designed to a human scale to promote pedestrian access and safety, and should be well lighted and clean,

Policy: Commercial buildings should have inviting store fronts instead of blank walls or open lots,

Policy: The streetscape should be pedestrian friendly through the use of landscaping, lighting, art, and street furniture,

Policy: Encourage more trees, flowers and green spaces in the business district to enhance the pedestrian atmosphere and general appearance,

Policy: Encourage public art in the commercial core.



Recommendation: With representatives of Friends of the Junction, The West Seattle Merchants Association (BIA), the Chamber of Commerce and West Seattle Trusteed Properties, work to develop specific design guidelines for both existing and new buildings and streetscape based on Preparing your own Design Guidelines - A Handbook for Seattle's Neighborhoods and input from DCLU, FOJ and community.. Complete within one year of plan adoption, (See discussion of Design Guidelines in Land Use Section)

Recommendation: implement already identified areas for lighting improvements. Working with FOJ, Seattle City Light, West Seattle Chamber of Commerce, and Junction BIA, identify additional areas for improvement and coordinate light standard replacement with street and sidewalk improvements, Priority areas for increased lighting in the near future include:

- . 37th Ave SW
- . 45 Ave SW
- Parking lots between California and 42nd SW
- . 37th St between Myrtle and Willow and alley to east
- . Alleys between 44th and 45th and Genesee and Dakota

Recommendation: Provide benches in locations throughout the business district, Key areas include the Senior Center, Town Hall and future playhouse on California Avenue SW areas proposed for public art installation; the vacant area at 42nd and SW Alaska; the triangle between the Feed and Seed and furniture store on California Avenue SW; the passageway between California Avenue SW and the public parking lot in the rear to the west; and in the vicinity of new green spaces such as former City Light substations (California, Dawson and Dakota),

Recommendation: Provide bike racks in locations throughout the business district. Work with merchants and local school children to identify appropriate locations. Key areas include bus stops and public parking lots.

Recommendation: Work with FOJ, Junction BIA, West Seattle Chamber of Commerce, merchants, and West Seattle Trusteed Properties to support planting and upkeep of green spaces.

Recommendation: Work with ArtsWest, FOJ, Junction BIA, West Seattle Chamber of Commerce, merchants, and West Seattle Trusteed Properties to identify potential locations for public art in the business district. Identify local artists and seek their input and participation, Identify funding sources for initial projects and incorporate others as new development occurs. Install public art in the following locations:

- **The vacant area at 42nd and SW Alaska**
- **The triangle between Feed and Seed and furniture store on California Avenue SW**
- **Passageway between California Avenue SW and parking lot.**

Business District Implementation Activities

The above recommendations identify implementation activities designed to achieve the vision embodied in the business district's goals and objectives, These activities are specific actions to be taken by the community, the city or in partnership, and include a range of regulatory changes and capital improvements as well as merchant-sponsored activities. Some items generally may be implemented through existing city programs and/or community organizations within the next 3.5 years while other items may require further analysis to determine feasibility, policy implications, technical considerations or funding sources. The priority and time frame for these recommendations are identified in the Approval and Adoption Matrix that accompanies this plan.

Transportation

Transportation is an issue that has vital impacts, both positive and negative, on the vitality and livability of a community. The viability of local businesses and the overall character of the neighborhood are both affected by transportation facilities, often in conflicting ways. As the hub of West Seattle, the Junction's street system is a combination of busy arterials, that provide access to Junction businesses and to through destinations, and quiet residential streets.

In the big picture, West Seattle is a peninsula with an extremely limited number of connections to the rest of the city and the regional highway system. With growth and development in West Seattle and with increasing traffic congestion on the roads to which the West Seattle linkages connect, access to/from West Seattle is becoming increasingly difficult. Congestion and delay on West Seattle's external connections degrades accessibility and mobility for residents and businesses alike. The issue of West Seattle access is being addressed in a separate study in which FOJ is a participant with other West Seattle neighborhoods.

Locally, outreach has shown us that pedestrian and bicycle access and safety is one of the highest priority transportation issues. At the same time, maintaining the capacity of our arterial streets is also important. The Transportation Committee, therefore, identified five areas on which to focus our planning efforts. These include the Junction Commercial Area Access and Circulation, the Fauntleroy Way Corridor, the California Avenue SW Corridor, the 35th Avenue SW Corridor, and Pedestrian and Bicycle Improvements. Each of these is discussed below,

Additionally, the desire was frequently expressed for a transit center serving the Junction. Again, FOJ is participating with other West Seattle neighborhoods to study transit service to the entire peninsula. The preliminary recommendations of that study are included in this section,

The Junction's Commercial Area Access/Circulation Program (SW Edmunds Street-SW Oregon Street, 44th Avenue SW-35th Avenue SW)

The main arterial "spine" of the Junction Commercial Area is the segment of California Avenue SW between SW Edmunds Street and SW Oregon Street. This segment of California Avenue SW serves not only as a main access route into, out of, and within the commercial area, but it also is part of one of the main north-south arterial routes serving West Seattle. California Avenue SW provides the main street linkage to the Admiral Way neighborhood and commercial area to the north and to Morgan Junction to the south.

The California Avenue SW roadway is fairly wide, its cross-section accommodating four traffic lanes with on-street parking on both sides of the street through the commercial area. North and south of the commercial area – i.e., north of SW Oregon Street and south of SW Edmunds Street – the roadway narrows to a single lane in each direction, which introduces traffic operational problems in the transition area. There are traffic signals at SW Edmunds Street, SW Alaska Street, and SW Oregon Street, with a signed, marked pedestrian crosswalk located mid-block between SW Alaska and SW Oregon. The SW Alaska Street intersection has a "walk-all-ways" pedestrian signal phase, and the east and west legs of SW Alaska Street are offset from one another, which create some traffic operations difficulties. The SW Edmunds Street/California Avenue SW intersection has a fifth leg, with Erskine Way connecting to/from the southwest.

On California Avenue SW in the commercial area, superimposition of local commercial area traffic, east-west cross-street traffic, parking maneuvers, and north-south through traffic create serious conflicts and congestion that impedes traffic flow and pedestrian movement,

East-west connections to, from, and through the commercial area include SW Edmunds Street on the south, SW Alaska Street in the middle, and SW Oregon Street on the north, SW Edmunds Street is a two-lane street with an all-way stop east of California Avenue SW at 42nd Avenue SW, East of 41st Avenue SW, SW Edmunds goes steeply downhill to its signalized intersection with Fauntleroy Way. SW Oregon Street also is a two-lane street, with traffic signals at 42nd Avenue SW and at Fauntleroy Way, Alaska Street, however, is a wide four-lane street (with on-street parking on both sides) that serves as the main connection to Fauntleroy Way (and the West Seattle Bridge) for California Avenue SW and the commercial area. The SW Alaska Street/42nd Avenue SW intersection is signalized, and the SW Alaska Street/44th Avenue SW /Glenn Way intersection is controlled by an all-way stop,

Access to the Junction Commercial Area from Fauntleroy Way and from residential areas east of Fauntleroy for pedestrians - and to some extent for vehicular traffic as well - is hampered by heavy traffic volumes and high speeds on Fauntleroy and by unattractive and inadequate pedestrian facilities (crossings, sidewalks, etc.). The prohibited left turn from northbound Fauntleroy Way onto SW Alaska Street also limits access to the commercial area (especially for motorists unfamiliar with the area - like ferry users - who do not know to use California Avenue SW or SW Edmunds Street instead of SW Alaska),

Goal: Improve the Junction Commercial Area access and circulation (SW Edmunds Street- SW Oregon Street, 44th Avenue SW -35th Avenue SW).

Policy: Improve safety and convenience of pedestrian circulation within the commercial area,

Policy: Improve safety and convenience of pedestrian access to/from the commercial area (especially to/from the east).

Policy: Improve vehicular accesses to the commercial area (especially to/from Fauntleroy Way),

Policy: Maintain smooth traffic operations on California Avenue SW through the commercial area for traffic en route to/from the Admiral Way and Morgan Junction commercial areas and residential areas to the north and south,

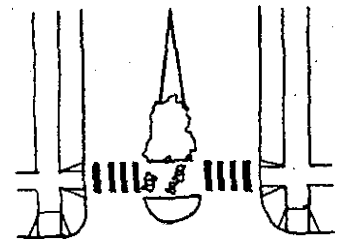
Recommendation: Study the feasibility and best method of reconfiguring California Avenue SW in The Junction commercial area (SW Oregon Street -SW Edmunds Street) to facilitate smooth traffic flow, maximize vehicular accessibility and circulation, and support improved pedestrian safety and convenience,

Recommendation: Study the best methods of facilitating safe and convenient pedestrian circulation in The Junction commercial area. Alternative methods to be studied should include installation of curb bulbs, mid-block refuges and medians, pedestrian signals, a tree-planted median, crosswalks and/or other pedestrian safety devices for crossings at

locations including, but not limited to, the following:

- California Avenue SW / SW Oregon Street intersection
- California Avenue SW mid-block between
- SW Oregon Street and SW Alaska Street
- California Avenue SW / SW Alaska Street intersection
- California Avenue SW / SW Edmunds Street/Erskine Way intersection
- 44th Avenue SW / SW Oregon Street intersection
- 44th Avenue SW / SW Alaska Street/Glen Way intersection
- 42nd Avenue SW / SW Oregon Street intersection
- 42nd Avenue SW / SW Alaska Street intersection
- 42nd Avenue SW / SW Edmunds Street intersection
- 41st Avenue SW / SW Edmunds Street intersection

Recommendation: In the Junction commercial area, coordinate all street and traffic control improvements with recommended streetscape, urban design, and business enhancement recommendations.



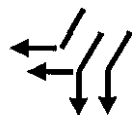
Recommendation: Develop an "Avalon-Fauntleroy-Alaska" Pedestrian Corridor from 35th Avenue SW to California Avenue SW. Facilitate safe and convenient pedestrian circulation through the corridor by improving sidewalks on Avalon Way, Fauntleroy Way, and SW Alaska Street, and by installing curb bulbs, mid-block refuges and medians, pedestrian signals, and/or other pedestrian safety devices for crossings at the Avalon Way/35th Avenue SW, Avalon Way/Fauntleroy Way, and Fauntleroy Way/SW Alaska Street intersections.



Pedestrian refuge island

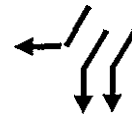
Recommendation: Provide bicycle lane for westbound movement on Avalon Way onto Fauntleroy Way

Recommendation: Modify lane configuration and traffic control at the Fauntleroy Way/SW Alaska Street intersection



Existing

Proposed



Fauntleroy Way Corridor (south of SW Edmunds Street)

The Fauntleroy Way corridor is one of the main north-south arterial routes serving West Seattle. The corridor provides arterial access between the West Seattle Junction Neighborhood and the regional highway system (via the West Seattle Bridge), and it serves as the primary access route to/from the Washington State Ferry System's (WSF) Fauntleroy Terminal and its Vashon Island and Southworth (Kitsap County) ferry service.

South of the West Seattle Junction commercial area – i.e., south of SW Edmunds Street – Fauntleroy Way has four travel lanes with on-street parking on both sides of the street. This portion of Fauntleroy Way is designed to support free-flowing traffic operations. There are no traffic signals to control Fauntleroy traffic flow south of the signalized intersection at SW Edmunds Street. (Other than several pedestrian signals at and south of SW Findlay Street in the Morgan Junction Neighborhood, the only traffic signal on Fauntleroy Way between SW Edmunds Street and the Fauntleroy Ferry Terminal is at the California Avenue SW /Fauntleroy Way intersection,

Traffic volumes on Fauntleroy Way can be heavy. Although a large proportion of the traffic flow is neighborhood traffic, the lack of traffic signals on Fauntleroy can allow "platoons" of traffic leaving the ferry¹ to travel north into the West Seattle Junction neighborhood. There is a perception that speeds on Fauntleroy Way are excessive; the roadway configuration and traffic control (i.e., the roadway width and the lack of signals) are significant contributors to any speed problems that exist. All of these factors – roadway width, traffic volume, "platooning", and speed – combine to make pedestrian movement across Fauntleroy Way difficult and dangerous,

In addition to its important traffic-carrying role, Fauntleroy Way must provide safe, convenient crossings for pedestrian movement to/from bus stops, parks, commercial areas and other neighborhood destinations. Lane configuration and traffic control/calming must be designed to serve these conflicting needs.

Goal: Improve the **Fauntleroy Way** Corridor, south of SW Edmunds Street,

Policy: Integrate Fauntleroy Way into the neighborhood physically, aesthetically, and operationally, while maintaining its arterial functions,

Policy: Improve pedestrian and bicycle safety and convenience along (and across) the Fauntleroy Way corridor.

Policy: Develop traffic calming and traffic management measures to ensure that Fauntleroy traffic operates at appropriate speeds and that an adequate level of local access/circulation onto and across Fauntleroy Way can be maintained for neighborhood traffic (vehicular and non-motorized). Identify locations for curb bulbs, mid-block refuges and medians, curb ramps, pedestrian signals, and other traffic calming and pedestrian-

¹ It is important to note that the ferry system has a finite, limited capacity to put traffic on Fauntleroy Way. During the busiest 60-minute period, a maximum of four boats dock at Fauntleroy. These boats have a combined total vehicle carrying capacity of 405 cars, and as a result ferry traffic cannot amount to more than 300-400 vehicles per hour on northbound Fauntleroy Way (if the boats are all full and all off-loading traffic continues north on Fauntleroy).

friendly safety devices and crossings.

Recommendation: Evaluate the Fauntleroy Way SW corridor, south of SW Edmunds Street, for opportunities to improve vehicular and pedestrian safety, accessibility, traffic flow, and provide aesthetic landscaping improvements that maintain or improve existing traffic flow.

Recommendation: Analyze traffic volumes (existing and future), delay times, travel times when considering potential new traffic and/or pedestrian signals, and retaining on-street parking and bus zones; consider bicycle lanes.

Recommendation: Improve bus stops and pedestrian crossings by installing painted crosswalks, curb bulbs, pedestrian median refuges, and pedestrian signals as appropriate.

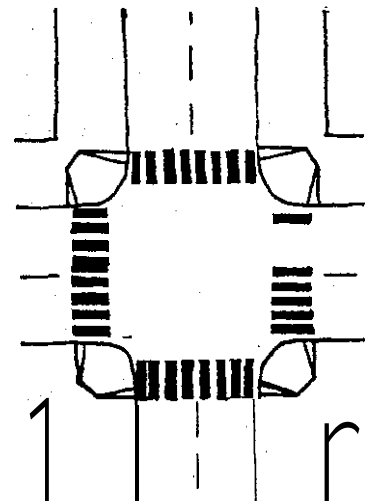
California Avenue SW Corridor Pedestrian Improvements (south of SW Edmunds Street)

The California Avenue SW corridor is one of the main north-south arterial routes serving West Seattle. In the West Seattle Junction neighborhood it has two main roles: to provide access to the West Seattle Junction commercial area, and to provide access to the Morgan Junction and Admiral Way commercial areas. South of SW Edmunds Street the California Avenue SW roadway is fairly wide, its cross-section accommodating three lanes – a travel lane in each direction plus a center two-way left turn lane - plus parking on both sides. There are no traffic signals between SW Edmunds Street and the SW Graham Street intersection in the Morgan Junction Neighborhood, and the only traffic control or pedestrian signage of any kind on this segment of California Avenue are the illuminated pedestrian crossing signs at the unmarked crosswalks at SW Dawson Street and at SW Findlay Street. Periodically heavy traffic volumes and the higher speeds associated with the long unimpeded (i.e., no signals or stops) segment between SW Graham and SW Edmunds combine with the roadway width to make it difficult for pedestrians to cross the street. In addition to its important traffic-carrying role, California Avenue SW must provide safe, convenient crossings for pedestrian movement to/from the shops that line both sides of the street, bus stops, parks, schools, and other neighborhood destinations. Lane configuration and traffic control/calming must be designed to serve these conflicting needs. (Pedestrian convenience and safety in The Junction commercial area north of SW Edmunds Street also is important; these issues are discussed in a separate section.)

Goal: Improve California Avenue SW Corridor pedestrian mobility and access, south of SW Edmunds Street.

Recommendation: Improve pedestrian and bicycle safety and convenience along the California Avenue SW corridor identify locations for curb bulbs, mid-block refuges and medians, curb ramps, pedestrian signals, and other pedestrian safety devices and crossings:

- paint crosswalks
- curb bulbs



- pedestrian median refuges
- pedestrian signals

35th Avenue SW Corridor Pedestrian Improvements (south of SW Edmunds Street)

The 35th Avenue SW corridor is one of the main north-south arterial routes serving West Seattle, Its main role is to carry traffic to and from the West Seattle Bridge. The 35th Avenue SW roadway is fairly wide, accommodating four traffic lanes with on-street parking on both sides, There are no traffic signals between SW Edmunds Street and a pedestrian signal at SW Findlay Street in the Morgan Junction Neighborhood, Heavy traffic volumes and high speeds combine with the roadway width to make it difficult for pedestrians to cross the street. In addition to its important traffic-carrying role, 35th Avenue SW must provide safe, convenient crossings for pedestrian movement to/from bus stops, parks, and other neighborhood destinations. Lane configuration and traffic control/calming must be designed to serve these conflicting needs,

Goal: Improve 35th Avenue SW Corridor pedestrian mobility and access, south of SW Edmunds Street.

Recommendation: Improve pedestrian and bicycle safety and convenience: identify locations for curb bulbs, mid-block refuges and medians, curb ramps, pedestrian signals, and other pedestrian safety devices and crossings, Improve pedestrian crossings at signalized cross-streets and at bus stops:

- paint crosswalks
- curb bulbs
- pedestrian median refuges
- pedestrian signals

Pedestrian and Bicycle Improvements

Walking and bicycling are major forms of transportation in the West Seattle Junction Neighborhood, In addition to the obvious and typical walking and biking trips (e.g., walk to/from the bus stop or the “corner grocery”), significant numbers of people bike to/from downtown and walk or bike to parks and the Puget Sound shore, Improving the safety and convenience of bicycle and pedestrian access and circulation in the neighborhood is a high priority. Recommendations include general and specific traffic signal modifications, street crossing improvements, the provision of bicycle lanes, and the establishment of a new bicycle-pedestrian corridor,

Goal: Improve pedestrian and bicycle mobility and provide safe and convenient opportunities for pedestrian and **bicyclists** to cross arterial streets, access bus stops, and utilize neighborhood businesses and parks,

Policy: Strive to improve safety and convenience of pedestrian connections between bus stops, shopping areas, and residential concentrations

Recommendation: Improve bicycle safety and convenience by

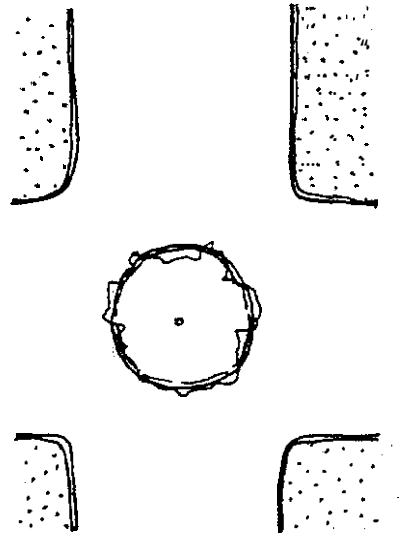
- connecting West Seattle Junction Neighborhood bicycle streets and routes to those in adjoining neighborhoods

- identifying streets that need bicycle lanes
- identifying intersections that need special bicycle treatments

Recommendation: Provide bicycle lanes on Avalon Way to connect West Seattle Junction to the southern terminus of the Harbor Avenue bikeway (at Spokane Street)

Recommendation: Analyze the most appropriate traffic calming devices (traffic circle, stop signs) for the following intersections:

- 47th Avenue SW and SW Dakota Street
- Glenn Way/45th Avenue SW/SW Oregon Street
- 45th Avenue SW and SW Alaska Street
- 45th Avenue SW and SW Edmunds Street
- 37th Avenue SW and SW Dawson Street
- 37th Avenue SW and SW Hudson Street
- 44th Avenue SW and SW Genesee



Traffic circles are one means of calming traffic at intersections. The raised islands may be landscaped if neighbors agree to maintain the plantings.

If an individual or neighborhood proposes installation of a traffic circle, an accident and site analysis will be conducted by the City. The results of the analysis, along with a brochure describing the program, will be sent to the neighborhood.

Public Transportation Facilities and Services

West Seattle relies heavily on transit for access to downtown Seattle and other parts of the City and the region, Transit is a critical element of the transportation system that provides internal and external access and mobility for West Seattle residents, visitors, and businesses, With access to/from West Seattle provided almost exclusively by the heavily-congested West Seattle Bridge, it is critical to the future health and vitality of West Seattle neighborhoods and commercial districts to expand and improve all forms of public transportation. With the finite automobile capacity into and out of West Seattle over-taxed even at current levels of traffic and development, public transportation will need to play an expanded role in serving West Seattle commuters and other travelers if the travel demand generated by comprehensive-plan-specified growth is to be adequately accommodated,

Area-wide recommendations:

The City of Seattle, the Port of Seattle, WSDOT, and Metro should cooperate to provide roadway, intersection, and traffic control improvements that give Regional Express and Metro buses priority to, from, onto, off of, and across the West Seattle Bridge and the Spokane St Viaduct, Such improvements may include:

- add lanes for HOV on the Bridge and the Viaduct
- intersection and ramp queue jump/bypass lanes on Bridge and Viaduct access routes
- traffic signal priority and preemption

Regional Express (RTA) Bus Service

"Regional Express," the express bus division of Sound Transit (RTA) plans to begin operating a number of express bus routes throughout the region in the fall of 1999, One of the Regional Express routes will operate between Sea-Tac Airport and downtown Seattle via Burien, White Center, Fauntleroy, and West Seattle,

- Recognizing the need to make limited stops on this express service, the Regional Express West Seattle route should maximize the connections and access it provides in West Seattle, including transfers with Metro routes and access to the Fauntleroy Ferry Terminal and West Seattle commercial districts.
- The Regional Express West Seattle route should be extended or through-routed via I-90 to the Eastside.

King County Metro Bus Service

Metro should continue to expand service hours and frequency of its West Seattle service. Also, Metro should continue to increase the number of West Seattle, Seattle, and King County origins/destinations served by West Seattle routes,

Transit Hubs, Busway Connections

Several transit "hubs," where multiple bus and rail routes can exchange passengers, should be developed to improve the efficiency, effectiveness, and utility of West Seattle transit service:

- A transit hub on Spokane St near I-5 would provide West Seattle buses with direct Eastside

- connections, transfers with South Seattle, South King County, and Eastside bus routes inbound and outbound to/from downtown, and a link to the RTA's future Commuter Rail line,
- A transit hub at the west end of the West Seattle Bridge would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle (including shuttles/circulators) and for access to the Elliott Bay "Seabus" terminal,
 - A transit hub at the West Seattle Junction would provide a connection point for Metro and Regional Express bus routes serving various parts of West Seattle,

In addition to the hubs, direct bus-only ramps connecting the Spokane St Viaduct and the E-3 Busway (to/from the downtown transit tunnel) are needed to improve travel times for West Seattle–downtown transit service,

Elliott Bay "Seabus"

The existing Elliott Bay Water Taxi, begun in 1997, is a summer-season passenger-only ferry service connecting West Seattle and downtown Seattle. The Water Taxi service should be expanded into a permanent year-round system (like Vancouver, BC's Seabus) that is designed to be an integral and important element of the transportation system serving West Seattle. In order to determine the capital and operational requirements of such a system and to guide its incremental development, a long range comprehensive master plan for facilities and services – on both sides of Elliott Bay - should be prepared,

Connections to the West Seattle Seabus terminal should be expanded and improved, Bus service, shuttle/circulator service, a potential tram/funicular system, parking (or lack thereof), and bicycle/pedestrian pathways should be addressed,

Monorail

The so-called "Monorail Initiative" passed by Seattle voters in November, 1997, specified that a predominantly elevated transit system be built within the City. The initiative identified a suggested elevated transit network, which included a line to West Seattle. The Elevated Transit Company (ETC) was formed in February, 1998, to oversee the planning, construction, and operation of the system. The 12-person ETC Council (four each appointed by the Mayor, the City Council President, and the Governor) currently is assessing elevated transit technologies, service concepts (line-haul, feeder, local circulation, etc.), alignments and station locations, and funding sources,

At this stage of elevated transit system development, it is premature to get into detail about specific alignments and station locations in West Seattle. However, there are two key points that are critical at this juncture:

- An Elevated Transit line to West Seattle is needed to provide necessary added capacity in the congested West Seattle Bridge corridor. This additional capacity is needed to support the planned growth and development in West Seattle specified by the Seattle Comprehensive Plan: existing corridor capacity is inadequate for the travel flows generated by existing levels of population/employment, and the Elevated Transit capacity is needed for growth-generated travel increases in the corridor.
- An Elevated Transit line should come at least to the west end of the West Seattle Bridge. A terminus at the west end of the West Seattle Bridge could be interim or permanent; decisions on whether or not to extend the Elevated Transit line, on future extension alignments and station locations, and on feeder connections (bus, van, park-and-ride, etc.) can be made later,

Housing and Land Use

Land Use

Many of the murals in the Junction depict the neighborhood of the past, with horse drawn wagons or trolleys, The image is that of a small cohesive community. To many residents of the Junction, much of that image remains and is one of the primary reasons for choosing the Junction as their home, While we all recognize that change is inevitable, FOJ believes that change can occur in a positive manner that enhances, rather than detracts from, the feeling and comfort of being in a community of small town scale.

With this in mind the Housing and Land Use Committee examined the existing zoning within the Junction to determine whether or not development under current codes would result in the desired small-town character, Most of the business district is zoned Neighborhood Commercial (NC2 or NC3). This zoning designation is consistent in that they are intended for pedestrian oriented shopping areas that provide convenience and specialty goods for the surrounding neighborhood, The zone calls for continuous storefronts built to the front property line with commercial use, where shoppers can walk from store to store, These allowances and requirements seem consistent with the "small town" feeling that currently exists on California Avenue SW in the heart of the Junction, However, most of the buildings in the Junction are single story structures, The current height permitted in the commercial core area is 85 feet, As one leaves the core area to the north and south, the height allowed for multi-family residential structures is 65 feet, which is incompatible with the single family uses immediately adjacent,

GOAL: Maintain the attractive small-town atmosphere of the Junction,

Recommendation: Restrict Building frontages along California Avenue to a height compatible with small-town scale,

Recommendation: Establish a community-based design review process that provides for community input at the earliest stages of the design of new development,

Recommendation: Develop design guidelines for the commercial core to enhance pedestrian orientation and enhance architectural variety, Design guidelines would include modulation, canopies, signage, lighting and other design elements consistent with the Junction's historic architectural style (e.g. Campbell Building, Menashe and Sons clock) and consistent with the community's desire for a small town atmosphere,

In order to create a true pedestrian-oriented "village", development must be compact and convenient, Currently, commercial development along California Avenue SW to the north and south, and along the arterials to the east is scattered. This pattern of development discourages multi-stop shopping trips on foot and encourages use of automobiles,

What are Design Guidelines?

With establishment of the Design Review Program, Seattle has adopted a set of Citywide Design Guidelines. These guidelines describe ways that new multifamily and commercial buildings can be compatible with the environment around them. In contrast to the City's Land Use Code, which contains very specific regulations, the guidelines provide examples that illustrate how projects can better fit their surroundings.

The goals of the City's Design Review Program are:

- . To encourage better design and site planning to help ensure that new development enhances the character of the city and sensitively fits into neighborhoods, while allowing for diversity and creativity,
- . To provide flexibility in the application of development standards to better meet the intent of the Land Use Code as established by City policy, to meet neighborhood objectives, and to provide for effective mitigation of a proposed project's impact and influence on a neighborhood,
- . To improve communication and mutual understanding among developed neighborhoods and the City early and throughout the development review process,

The Citywide Design Guidelines are organized into five major topics: (1) site planning; (2) height, bulk and scale (3) architectural elements and materials; (4) pedestrian environment and (5) landscaping.

Through departures from development standards in the Code, design review will allow the Code to be applied more flexibly. Development standard departures may be permitted for the following through design review

- . Structure width and depth
- . Lot coverage
- . Setback requirements
- . Screening and landscaping requirements
- . Modulation
- . Standards for the location and design of nonresidential uses in mixed use buildings.
- . Design, location and access to parking
- . Open space requirements

Other development standards, such as height, density, and parking requirements, may be added to this list through neighborhood-specific design guidelines. Neighborhood Design Guidelines may address specific development standards to reflect the existing neighborhood pattern.

Neighborhood Design Guidelines

The design review program provides the opportunity for neighborhoods to develop design guidelines that are specific to individual neighborhoods. Once adopted by the City Council, Neighborhood Design Guidelines will supersede the Citywide Guidelines and become the basis for project review within that neighborhood.

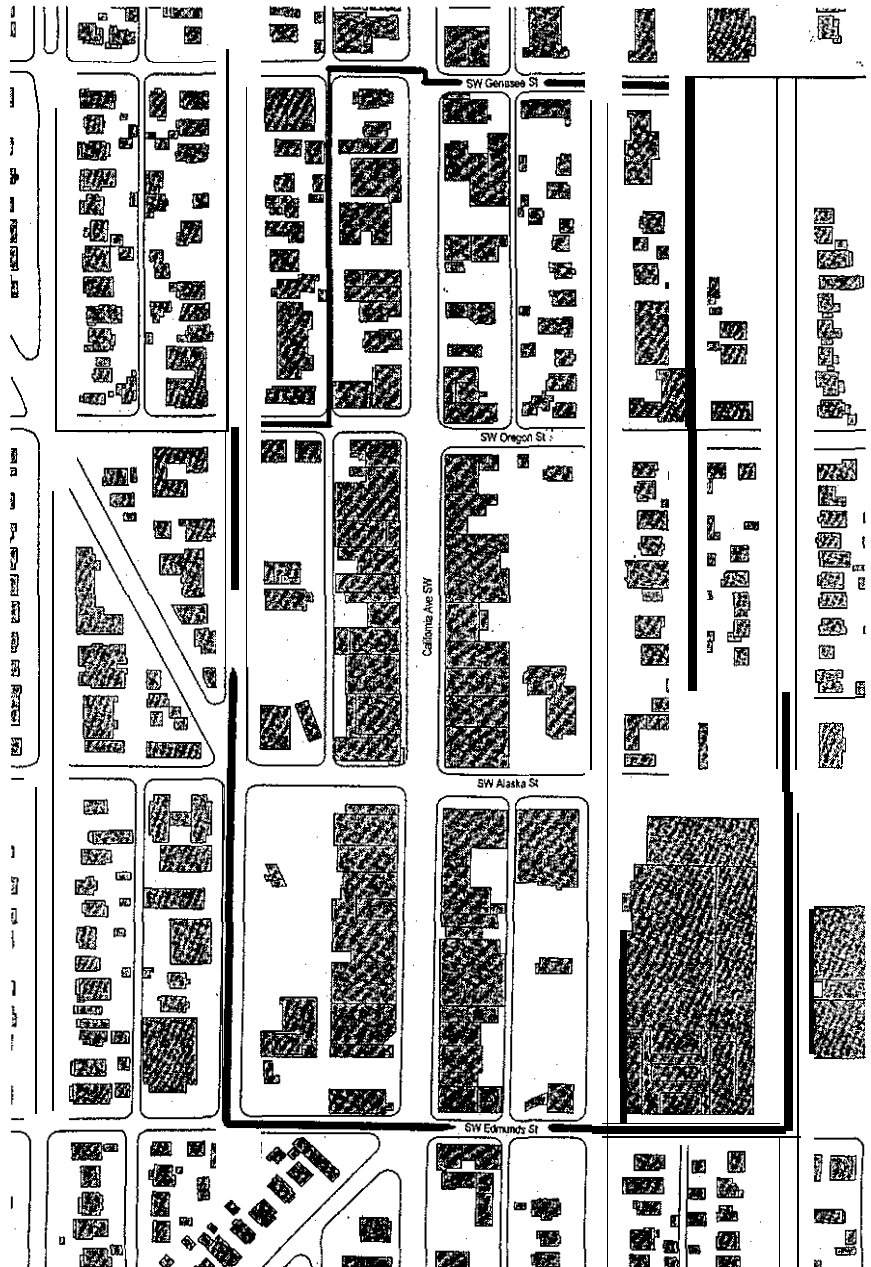
Design review is a tool that allows increased flexibility in the application of zoning regulations. It provides an opportunity for early discussion of a proposed Project's design between the neighborhood and the applicant before a permit application is even submitted. Because of the increased dialogue and flexibility, new development will more likely fit the character of its surroundings than would be possible if zoning regulations were strictly applied.

Small Town Character

Goal: Encourage new development within a well-planned and cohesive town core within the Hub Urban Village. (The Village "core" is defined as the area bounded by 44th Avenue SW, SW Genesee, 41st Avenue SW and SW Edmunds.).

Recommendation: Balance the goal of developing a compact urban village with the need for adequate parking, traffic circulation and pedestrian safety on neighborhood streets.

Recommendation: Consider tax relief and other incentives as a means to encourage development within the defined Village core.

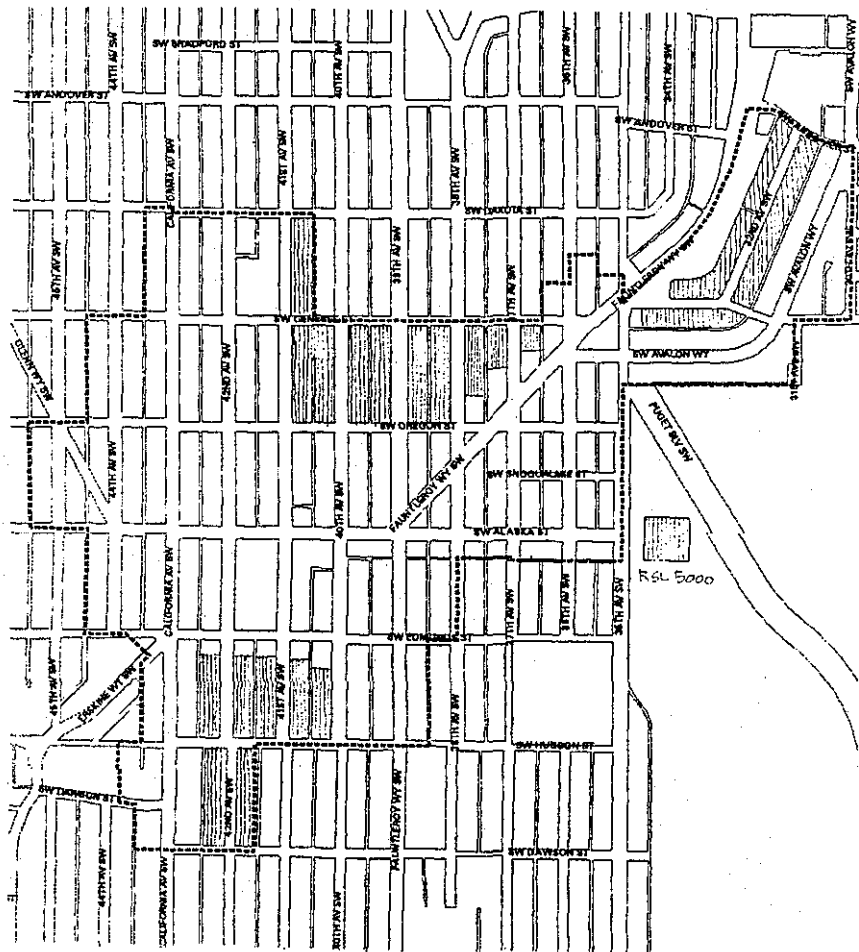


Single Family Zones

Maintaining the single family character of West Seattle's neighborhoods has been a "battle cry" during the neighborhood planning process. Most of the single-family zoning in the Junction planning area lies outside the Urban Village Boundary and would not be effected by the Neighborhood Plan. There are three pockets of single family zoning within the village boundaries: between SW Edmunds Street and SW Dawson Street along 40th, 41st, and 42nd Avenues SW; between SW Dakota Street and SW Oregon Street generally from 37th and 41st Avenues SW and along 32nd Avenue SW,

Goal: Protect the character and integrity of the existing Single Family Areas.

Recommendation: Protect the character and integrity of the existing Single Family areas,



Housing

The Comprehensive Plan anticipates that the Junction village will grow by 1,100 households by 2014, How do we accommodate this growth? The capacity of our single family zoned areas, undercurrent zoning, is essentially saturated and could only accommodate approximately three additional units, An alternative zoning for single family areas is Residential Small Lot Zoning (RSL). RSL zoning allows tandem and cottage housing. Tandem housing allows two homes on one lot, one in the front part of the lot and one in the rear yard. The minimum lot size on which tandem would be permitted is 5,000 square feet, Cottage housing allows from 4 to 12 cottages to be built on a single lot, The minimum lot size is 6,400 square feet and the allowable density is 1,600 square feet per cottage. The single family zoned areas in the Junction village were examined to determine how much capacity existed with RSL zoning,

| Single Family Area Between SW Dakota and SW Oregon | | | |
|--|--------------|-------------|-------------|
| Capacity in dwelling units | | | |
| Zoning Options | Lots>5000 SF | Lots>6400SF | Lots<5000SF |
| SF 5000 | 80 | 2 | 20 |
| Tandem | 160 | 4 | N/A |
| Cottage | N/A | 10 | N/A |
| Maximum capacity = 190 Current capacity = 102 Existing dwelling units. 101 | | | |

| Single Family Area Between SW Edmunds and SW Dawson | | | |
|---|------------|------------|------------|
| Capacity in dwelling units | | | |
| Zoning Options | Lot>5000SF | Lot>6400SF | Lot<5000SF |
| SF 5000 | 68 | 2 | 4 |
| Tandem | 136 | 4 | N/A |
| Cottage | N/A | 6 | N/A |
| Maximum capacity = 148 Current capacity =74 Existing dwelling units. 72 | | | |

| Single Family Area along 32 nd Avenue SW | | | |
|---|--------------|-------------|-------------|
| Capacity in dwelling units | | | |
| Zoning Options | Lots>5000 SF | Lots>6400SF | Lots<5000SF |
| SF 5000 | 9 | 4 | 59 |
| Tandem | 18 | 8 | N/A |
| Cottage | N/A | 16 | N/A |
| Maximum capacity =93 Current capacity =72 Existing dwelling units. 72 | | | |

From this analysis it was determined that approximately 186 additional housing units could be accommodated by RSL zoning. This is only about 17% of the total capacity needed.

The concept of RSL zoning received mixed reviews during public outreach activities. Many people expressed concern that development of tandem and cottage housing would not be compatible with single family character. For this reason, and because RSL would not contribute substantially to the residential capacity of the village, it was determined that RSL zoning should not be recommended.

Residential capacity is in the Low Rise Multi-Family and Commercial zones within the Junction village.

Goal: Accommodate projected population increases in the Hub Urban Village without detriment to the existing single-family areas within the Village boundary.

Policy Higher density residential mixed-use development should be encouraged in the triangular area bounded by Fauntleroy Way, Alaska Way and 35th Avenue SW. The height limit should remain 65 feet in this area.

Recommendation: Do not approve rezones of areas zoned single-family as of April 1, 1998, for multi-family or commercial uses,

Goal: Encourage diversity of rent ranges and purchase prices for housing in the Hub Urban Village.

Recommendation: Existing and new programs and policies aimed at helping low- and fixed-income people, especially seniors, retain ownership of their homes should be supported and promoted.

Recommendation: The community should cooperate with lending institutions, the Washington State Housing Finance Commission, and other agencies to make available low-cost mortgage programs for low- and moderate-income home buyers, including first-time buyers,



Parks and Open Space

The Junction community's desire for parks, open space, bicycle and pedestrian trails, recreation facilities, and pedestrian-friendly environments within the Junction commercial center and overall planning area has been consistently expressed and supported throughout Phase I and Phase II planning and outreach processes. Although initially perceived as fully developed with few open spaces/parks and limited opportunities for new open spaces or trails, the Junction planning area offers an array of options for additional open space. Re-developed existing street and alley rights-of-way create a system of interwoven pedestrian streets and trails that link existing and proposed open spaces/parks, schools, the Junction commercial center and other neighborhoods in West Seattle. Simply providing street trees, benches, drinking fountains and other pedestrian comforts and safety features within the commercial center and along the interwoven "lattice" of pedestrian ways, contributes to the plan,,

Key discoveries during the Phase II planning process, made during driving and walking tours of the Junction planning area include:

- Wavy topography of north-south oriented ridges and valleys that give existing streets and alleys interesting view aspects - east to the City skyline and/or west to Puget Sound, or a protected, intimate-scale character;
- Vacant or underused privately owned land;
- Publicly-owned electrical substations scheduled to become surplus in the near future
- Streets with views, aesthetic character and/or wide planting strips and medians that link together existing and/or proposed open space, parks, and school grounds, and/or connect to the commercial center and/or other neighborhoods in West Seattle,

Thus the overriding concept and planning framework of the Parks and Open Space section of the Neighborhood Plan is the "Open Space Lattice," whose underpinnings are the existing street/alley grid system parks, open spaces, school grounds, substations, and vacant lands discovered during the planning process. The Plan's foundation, of goals and policies outline the parks, open space and pedestrian-oriented improvements that make up the "Open Space Lattice",

Seven "Lattice" projects emerged as top priorities during the planning and community outreach process (not listed in order of preference):

- Pedestrian Amenities in the Junction and along the Open Space Lattice - Proposal: Provide pedestrian amenities such as street trees, planters, benches, and drinking fountains,
- Junction Recreation and Meeting Hall - Proposal: Obtain the existing Seattle City Light Substation (building and site), NW corner of California Avenue SW and SW Dakota Street, for use as a community recreation and meeting facility. The substation will be surplus in 2001. All electrical equipment has been removed, but the building is still in use. The lot area is one-third acre (14,685 square feet). Although the building may need substantial interior remodeling to accommodate community functions, the building is unique and has architectural character,

- **New Park at Erskine and 47th Avenue - Proposal:** Purchase the abandoned service station site and Seattle City Light Dawson Substation, both located on 47th Avenue SW at Erskine Way SW. The 5,760 square foot substation will be surplus in 2003. The privately owned service station site is 6,759 square feet and is a triangular island. The site may have some history of local interest.
- **Junction Way East and Junction Way West:** To improve the alleys immediately to the east and west of California Avenue for pedestrian and bicycle use, while maintaining their use for other vehicles. The alley east of California Avenue would be enhanced from Fauntleroy north to Charleston Street. The west alley would be enhanced as a link from Admiral through the Junction down to Morgan Junction, linking the three business districts.
- **55th Avenue Overlook:** Enhance existing street-end viewpoint on 55th Avenue SW, south of SW Genesee Street for pedestrian use by adding and overlook, benches, view scopes, native habitat vegetation and privacy plantings for neighbors. The street end overlooks Mee Kwa Mooks Park with a 180 degree view of Puget Sound and the Olympic Mountains,
- **Community P-patch:** Locate and/or obtain land for a community p-patch garden in or near the Junction neighborhood. One alternative would be to purchase privately-owned, undeveloped lots. Lots identified during committee field trips include the NE corner of 48th and Alaska, and a vacant lot south of Alaska House at 42nd and Alaska. Other alternatives are to develop existing city-owned land at the Lincoln Park annex, or to use other unused public land on parks, street rights-of-way or schools,
- **West Seattle Trek:** Create a pedestrian and bicycle friendly circuit around the West Seattle Peninsula that would connect Alki Beach, Camp Long, Lincoln Park and other local parks and points of interest. This proposal should be viewed community-wide, and participation should include all West Seattle neighborhoods.

Note: A vital part of considering and implementing these projects must be regard for how the site or amenity will be maintained.

New Opportunities

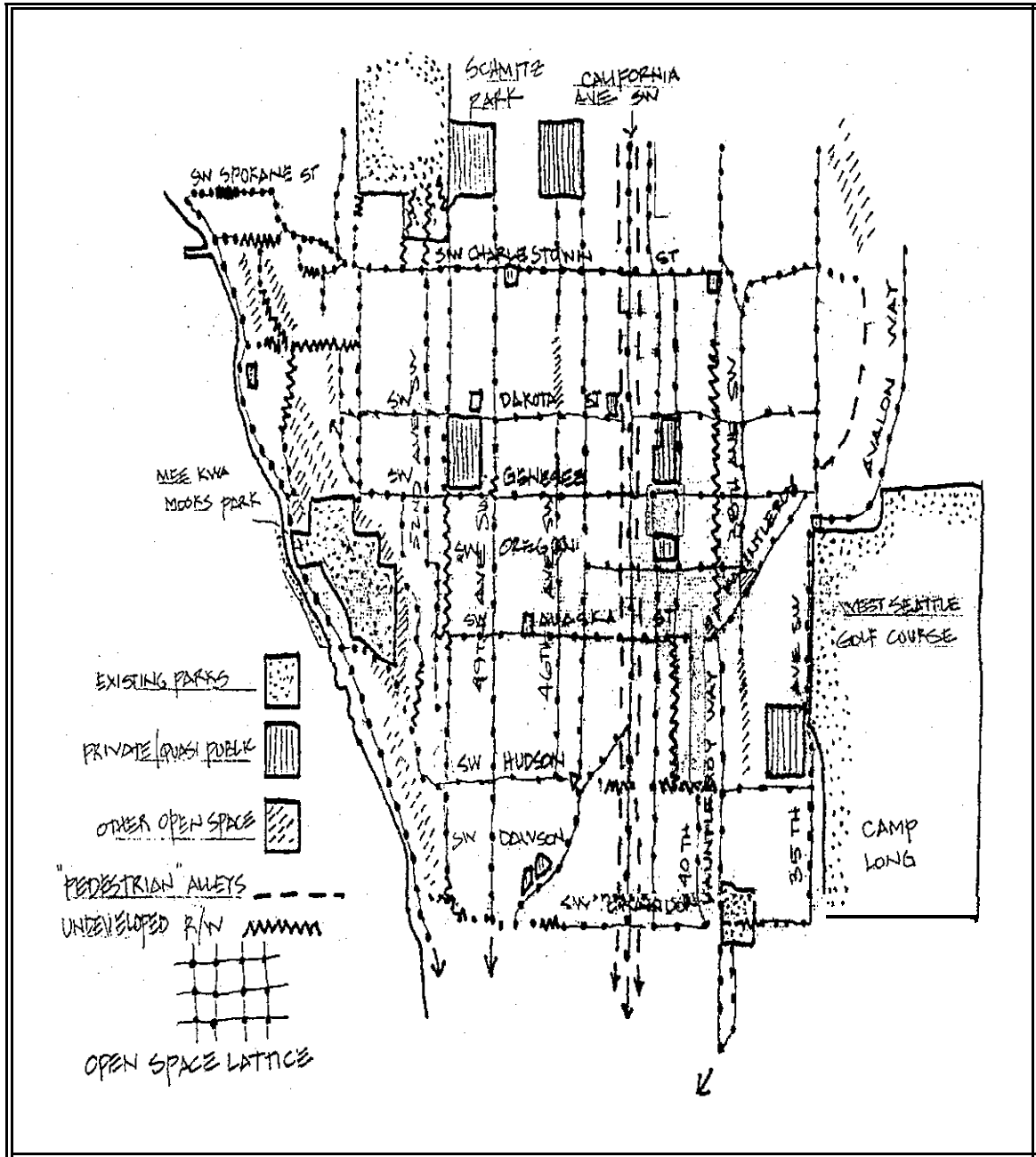
Goal: Create and develop opportunities for public open space and pedestrian/bicycle trails. Consider future open space acquisition and land trades to provide additional "Breathing Room" in the West Seattle Junction planning area.

Policy: Strive to reach 1994 Seattle Comprehensive Plan and 1993 Department of Parks and Recreation Comprehensive plan goals for a hub urban village, including minimum 1/3 acre of open space per 100 residents, accessible open spaces for neighborhood parks and/or pocket parks, and a community garden.

Policy Work to create the "Open Space Lattice," a system of open spaces and "green streets trails" as a framework for open space planning and to provide safe, aesthetic pedestrian links throughout the neighborhood.

Policy Seek to reclaim unneeded portions of currently used street rights-of-ways to develop open space and trail opportunities where appropriate, (e.g., major arterials redesign - see transportation goals)

Open Space Lattice



Policy Seek opportunities within the business district to create public seating, landscaping, pocket parks and plazas that serve as community gathering places.

Recommendation: Retain the Seattle City Light substations within the planning area in City ownership, even when no longer needed for electrical distribution, for possible future park and/or plaza space and/or other public/community purpose.

Recommendation: Priorities for purchasing property is as follows: California Substation, surplus in 2001; #2: Dawson Substation, surplus in 2003; and #3: Dakota Substation, surplus in 2001.

Recommendation: Remodel interior of California Substation, on NW corner of SW Dakota Street and California Avenue SW, as a "Community Recreation and Meeting Hall."

Recommendation: Purchase the abandoned service station at Erskine Way SW and 47th Avenue SW and obtain the Dawson Substation, also at Erskine and 47th, for potential new park sites. Explore possibility of connecting these two parcels with open space across 47th through redesign of intersections.

Recommendation: Obtain P-patch site.

Recommendation: "Open Space Lattice" streets include, but are not limited to:

- SW Charlestown Street (including route connecting to SW Spokane St. and Beach Drive)
- SW Dakota Street
- SW Genesee Street
- SW Oregon Street
- SW Alaska Street
- SW Hudson Street
- SW Brandon Street
- 35th Avenue SW
- 38th Avenue SW
- 39th Avenue SW
- Fauntleroy Avenue SW
- SW Avalon Way
- 41st Avenue SW
- 42nd Avenue SW
- 45th Avenue SW
- 46th Avenue SW
- 49th Avenue SW
- 51st Avenue SW
- 53rd Avenue SW
- 55th Avenue SW
- 56th Avenue SW
- SW Jacobsen Road
- Beach Drive SW,

Recommendation: Work with other West Seattle neighborhoods to create the "West Seattle Trek or Circuit," a pedestrian- and bicyclist-oriented circumnavigation of the West Seattle peninsula from And Beach to Lincoln Park, potentially via Beach Drive SW, Fauntleroy Way SW, SW Avalon Way, Harbor Avenue SW and And Avenue SW and including linkages to greenbelt areas within and near Westwood-Highland Park and Delridge Planning areas and the Marine View Drive corridor,

Recommendation: Create a neighborhood trails map and install effective signage to highlight the "green street" routes and "Open Space Lattice,"

Recommendation: Designate and sign specific alleys as non-motorized transportation routes compatible with continued vehicular use.

Recommendation: Support and promote the existing murals and existing self-guided tour of mural works in The Junction.

Maintain and Improve Existing Facilities

An important aspect of developing and maintaining parks and open space is creating a sense of pride and ownership in the community. This is best done through volunteerism. During this planning process, members of the Parks and Open Space Committee and other community volunteers planted street trees in the neighborhood. It is through efforts like this that our community becomes a more livable place and citizens become more protective of the amenities that grace the neighborhood,

Goal: Improve neighborhood identity and aesthetics, including the urban forest and native habitat,

Recommendation: Develop gateways at north, south, east and west entries into the planning area and business district, as appropriate, with associated open space and/or landscaped areas and signage.

Recommendation: Promote greening and beautification of the neighborhood with local citizen participation, including planting street trees.

Recommendation: Enhance and add to the urban forest within existing parks and open space areas (e.g., public and private school grounds), Focus on street trees and re-vegetation along the "Open Space Lattice"

Recommendation: Maintain and restore native habitat and species in existing parks, open spaces, and street rights-of-way, wherever possible, such as Mee Kwa Mooks, Schmitz Parks, Camp Long, steep slopes, and other "natural" areas,

Undeveloped street rights-of-way provide opportunities for open space and trail development. Many times these rights-of-way are "claimed" and maintained by adjacent property owners as landscaping and open space. Privacy and encroachment on private lands are important considerations in designing trails for public use. In some cases, merely leaving the right-of-way in its current undeveloped condition is an open space benefit to the community,

Goal: Preserve and maximize opportunities for public open space and pedestrian/bicycle trails.

Policy: Keep undeveloped portions of street rights-of-ways and alleys in city ownership

Policy: Eliminate encroachment on undeveloped public street rights-of-ways and alleys,

Policy: Identify undeveloped street right-of-ways and alleys with clear public signage.

A critical element of the Open Space Lattice is the street system. From many aspects, the Junction is a very walk-able neighborhood. However, many arterial streets and intersections are not pedestrian friendly and inhibit pedestrian use. Improvement and enhancement of these streets is important not only from the standpoint of aesthetics, but also for safety within the Lattice network,

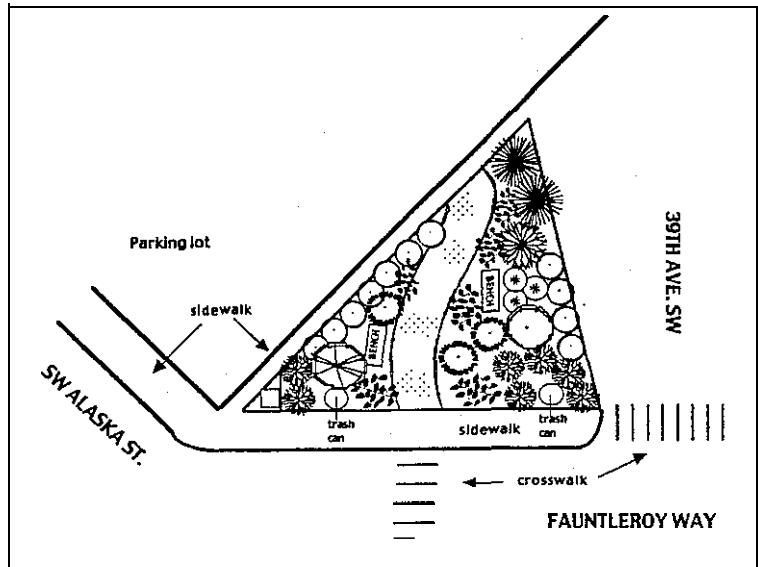
Goal: Provide safer and more aesthetically pleasing arterial streets through the neighborhood.

Policy: Improve aesthetics and pedestrian safety, and provide traffic calming as appropriate with street trees, landscape features, medians, curb bulbs, mid-block refuges and public pocket parks wherever possible.

Policy: Provide pedestrian walkway and bicycle lane improvements on streets proposed as making up the "Open Space Lattice,"

Recommendation: Focus improvements on California Avenue SW, SW Alaska Street, Fauntleroy Avenue SW, SW Avalon Way and 35th Avenue SW.

Recommendation: Provide bicycle lanes on SW Avalon Way to connect to the southern terminus of the Harbor Avenue bikeway at Spokane Street.



Development of a triangle open space at this intersection would use **unnecessary** street right-of-way for aesthetic and pedestrian safety improvements. This improvement is part of the Fauntleroy Gateway Key Strategy,

Drawing by MarieA. McKinsey

Cultural Arts

West Seattle Junction is fortunate to be the home of ArtsWest, a non-profit arts organization serving all of West Seattle. In the Junction, ArtsWest has established an art gallery and is in the process of renovating the former Meredith's shop, in the heart of the Junction, into a performing arts center.

Several members of ArtWest were members of the FOJ Cultural Arts Committee. However, the objectives of the committee is to provide cultural arts opportunities both in cooperation with ArtsWest and in support of other independent cultural arts projects and programs.

At an outreach event in June, the Cultural Arts Committee sought feedback from citizens about what types of art and cultural activities they would like to see in the Junction. The following is a result of that survey:

RESULTS OF CULTURAL ARTS QUESTIONNAIRE (48 TOTAL RESPONSES)

Please circle the performance art you would most likely patronize in the Junction.

| | |
|---------------------|----|
| . Classical Music | 22 |
| . Jazz | 28 |
| • Folk | 23 |
| . Blues | 19 |
| . Other music | 06 |
| . Visual Arts | 08 |
| . Live Theater | 37 |
| . Dance | 18 |
| . Literary Readings | 14 |
| . Classes | 19 |
| . Other performance | 03 |

Please circle the public art you would like to see in the Junction.

| | |
|--------------------------------|----|
| . Outdoor Sculpture | 29 |
| . Murals/Wall Art | 28 |
| . Creative paintings/F/era/Art | 18 |
| . Decorative Benches | 24 |
| . Fountain | 31 |

To increase multi-cultural participation in the arts, please name some groups, cultures, or ethnic artists you'd like to see more of in the Junction.

- . Story telling
- . Taiko drumming/diverse dance
- . Asian
- . Fashion Show
- . Italian
- . Disco
- . Native American

- *Tibetan Dance*
- *Indian Snake Charmer*
- *Musical performances from other cultures*

How likely are you to attend the following events in the Junction? (Response to "Very Likely")

- *Play* 39
- *Dance Recital* 09
- *Musical* 26
- *Comedy* 27
- *Concert* 33
- 、 *Poetry/Author Reading* 10
- 、 *Art Exhibit* 22
- 、 *Youth performance* 09

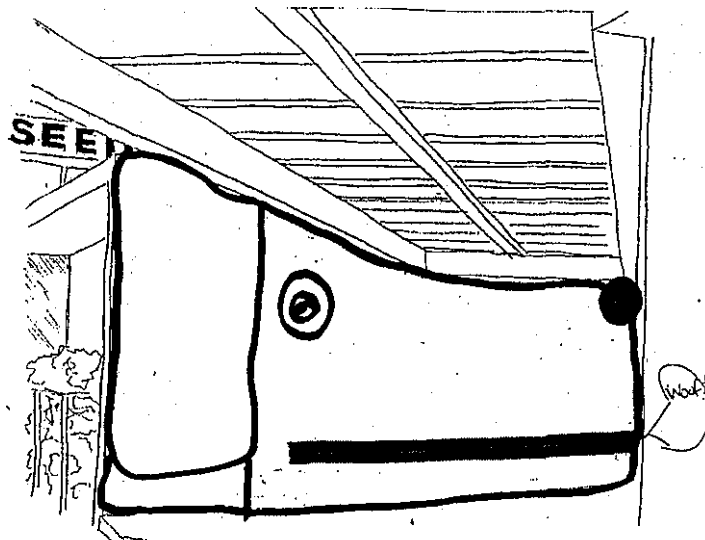
Goal: Support public art in the Junction through 1 % For-the-Arts and other programs,

Policy: Arts should be integrated into the business district to beautify the area,

Policy: Where new public space is created, assesses for incorporation of public art,

Recommendation: Install public art in the following locations:

- The vacant area at 42nd and SW Alaska
- 、 The triangle between Feed and Seed and furniture stores on California Avenue SW
- 、 Passageway between California Avenue SW and parking lot.
- 、 35th Avenue SW and Fauntleroy Way as entryway.
- 、 Avalon Way from Harbor Avenue as gateway to Junction.



A Junction resident submitted this idea for the blank wall next to the Feed and Seed store on California Avenue.

Goal: Develop the Junction as a community that has a distinctive flavor in arts and culture, yet integrates with the overall arts and culture community in West Seattle:

Recommendation: Continue to work with ArtsWest to support the Playhouse,

Recommendation: Develop a major Community Cultural Center serving the entire Duwamish area should be a long-range goal,

Recommendation: Maintain the existing murals.

Recommendation: Investigate and promote Arts Walks in conjunction with foot-ferry.

Recommendation: Develop ideas on how to use lighting to define the Junction.

Recommendation: Conduct a study to determine the impacts of the ArtsWest Playhouse on the Junction neighborhood with a baseline study to be done immediately and another two years out.

Recommendation: Develop tools for multi-cultural outreach for and participation in the Arts throughout West Seattle,



Many walls in the Junction are brightened by murals.

Human Development and Public Safety

During the course of Phase II neighborhood planning, it became evident that planning for human services and public safety has implications broader than the Junction neighborhood. Therefore, efforts of the Human Development and Public Safety Committee were focused primarily on working with other neighborhood organizations throughout West Seattle. The FOJ Human Development Committee devised a West Seattle Human Services survey. This survey was refined into the West Seattle Human Services Proposal which helped to initiate a West Seattle-wide group called the Coalition of West Seattle Human Service Providers. The FOJ committee continues to participate in this group, and will continue to do so beyond the FOJ Neighborhood Planning project.

Human Development

Goal: A neighborhood that recognizes and supports the diverse human development needs and safety concerns of its changing population.

Policy: Encourage human services providers to work closely with neighborhood organizations in developing programs that benefit consumers and the larger community.

Policy: Seek to improve communication between people, organizations, and communities dealing with human development and safety issues.

Recommendation: Complete a West Seattle inventory, needs assessment and human development strategic plan to guide service delivery and funding over the next 20 years.

Recommendation: Work with other West Seattle neighborhoods and agencies to develop a Human Services Provider Information Network that would result in more knowledgeable referral information being provided to the consumer of human services.

Recommendation: Develop a multi-faceted set of communication/public outreach tools to better serve clients and increase knowledge of available services, Tools may include: WEB page, written flyers, non-written communications/ announcements, public service announcements.

Public Safety

As with human services, public safety issues extend beyond neighborhood boundaries, The FOJ Human Development and Public Safety Committee have been involved with other neighborhood groups in encouraging the City to establish a police precinct in West Seattle, and will continue to work with other neighborhoods and the Seattle Police Department on public safety issues,

Goal: Establishment of a Police Precinct in West Seattle.

Policy: Work with other West Seattle neighborhood groups and the Seattle Police Department to determine the best location and desired operational and staffing features of a new West Seattle Police Precinct.

Goal: Improve police and safety services in the Junction neighborhood.

Policy: Work with the Seattle Police Department to receive information about crime trends in the community and address problems as they arise.

Policy: Work with the Seattle Police Department on ways to improve service in the Junction neighborhood, such as bike patrols, additional beat coverage and traffic officers,

Policy: Address physical security and safety issues in the neighborhood such as better lighting, parks security and traffic safety.

Policy: Provide information to the community on preventative measures and encourage personal responsibility.

Policy: Support local Block Watch programs,

Recommendation: Twice yearly, distribute a Crime Prevention Newsletter specific to the West Seattle Junction Planning area stakeholders that would teach people about Crime Prevention Through Environmental Design (CPTED) and other concepts they can use around their home and business. The newsletter should be written by the Friends of the Junction, in cooperation with the Seattle Police Department and the West Seattle Crime Prevention Council, and should be distributed by the City.

Recommendation: The Seattle Police Department should develop a program of special patrols that target specific issues expressed by neighborhood residents and businesses.

Goal: Prioritization of public spaces in need of safety improvements such as lighting.

Policy: Promote the use of good environmental design to improve the safety of new open space sites, pedestrian trails and new development,

Recommendation: Seattle Police Department should review plans of new pocket-parks, pedestrian trails or other park development for adequacy of lighting.